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# The Hongkong Telegraph

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## CHINESE LEADERS ARRIVE.

### AN INTERVIEW WITH WU HAN-MIN.

### TOUR NOT CONNECTED WITH TREATY REVISION.

### TO STUDY ECONOMICS.

Dr. C. C. Wu, until recently Minister of Foreign Affairs in the Nationalist Government of Nanking; Mr. Sun Fo, a former Finance Minister; and Mr. Wu Han-min, a member of the Central Executive of the Kuomintang, were amongst the party of important Nationalists who arrived in Hongkong this morning aboard the s.s. President Wilson in the course of a world tour conducted under Messrs. Thos. Cook and Son's auspices. The full party is made up as follows:

Dr. and Mrs. C. C. Wu.  
Mr. and Mrs. Sun Fo and two sons.

Mr. Wu Han-min, daughter and son-in-law. Mr. Wu is, or was at one time, included within the inner circle of the Kuomintang. He resigned from his office at about the time when Marshal Chiang Kai-shek gave up the post of Commander-in-Chief of the Nationalist Armies to go to Japan.

Mr. S. Y. Wu, formerly Secretary to Mr. Sun Fo during the latter's administration of the Municipality of Canton, and latterly a Director General of Wine and Tobacco Revenues of the Nationalist Government of Nanking. He informs a Telegraph reporter that he is going abroad to study the Land Tax system.

Mr. F. U. Ly, an ex-Councillor of the Ministry of Finance.

#### Other Members.

Mr. Foo Ping-sheng, who arrived here recently is also joining the party. Mr. Foo was until recently, Director General of the Customs Administration of the Nationalist Government of Peking, and is better known to Hongkong as Commissioner of Foreign Affairs during the late Dr. Sun Yat-sen's administration. He is now on a mission to study Customs administration abroad.

General Wu Te-chen also arrived with the party and is proceeding to Canton.

In conversation with a Telegraph reporter, Mr. S. Y. Wu stated that the party's tour will take them to Manila, Singapore, Penang and overland across the chief points of interest in India, to Bagdad. From Iraq the party will proceed to the chief places of interest in Palestine, and then to Angora and Constantinople. They will then visit various European countries.

#### Nothing to do With Treaties.

Interviewed by the Telegraph's representative on board the President Wilson this morning, Mr. Wu Han-min, the foremost leader of the Kuomintang Right Wing, declared that he was making a tour to Europe to study the economic and political situation in various countries.

"Our party consists of fifteen, including Mr. and Mrs. Sun Fo, Dr. and Mrs. C. C. Wu, Mr. S. Y. Wu, my daughter, Mu-lan and others. We will travel by way of India, Egypt and Turkey, and in these places we will make some surveys of the situation also."

Asked whether the trip was connected with the revision of China's treaties with the foreign Powers, as recently reported, Mr. Wu replied "No." He does not believe that China's treaties can be revised merely by visits to the countries concerned. The members of the party, he added, are travelling in their personal capacity.

With regard to Bolshevism in China, Mr. Wu pointed out that not only the Bolsheviks but the Kuomintang should be blamed for the recent "Red" terrorism that has been experienced. "It is the duty of the Bolsheviks to kill and to destroy, and so they have merely been dutiful in creating such a horrible situation in this country. Take the human body, for example. If a man is perfectly healthy and strong, disease is not likely to cause him any trouble. The same is the case with Bolshevism in China. If the Kuomintang

(Continued on Page 18.)

## RECENT TREASURY LOSSES.

### CLERKS AGAIN REMANDED TO-DAY.

#### REFUSAL OF BAIL.

The two Treasury clerks, Tsang On-wing and Cheung Man-kun, who are charged with conspiring with others in alleged frauds on the Treasury, involving the sum of \$260,000, were again remanded for a week, on appearing before Mr. R. E. Lindsell this morning.

An application for bail, from Mr. M. K. Lo, was opposed by Mr. T. H. King, Director of Criminal Intelligence, and subsequently refused by his Worship on a statement made by Mr. King that he would be in a position to proceed with the case at an early date.

February 9th was fixed for the first hearing of the case, the proceedings to commence at 11 a.m.

### SCOTLAND'S ROLE IN CHINA.

#### EULOGISED BY GENERAL DUNCAN.

(Our Own Correspondent.)

Shanghai, Jan. 27.  
At the St. Andrew's Society dinner, General Duncan eulogised the Scottish dominant role in China, Scotland's chief export being brains and energy. He said that the sending out of the Defence Force was a vital necessity because the impression was fostered among Asiatics that Britain was decadent after the war and was unable to safeguard her Eastern interests. The sending of a large force, irrespective of cost, effectively proved that we could and would defend our interests, thereby creating a tremendous moral effect and incidentally revealing the absence of aggression or any desire to bully China.

Sir John paid a tribute to the Shanghai Scottish, saying they compared favourably with the London Scottish.

### SEVERE BATTLE IN MEXICO.

#### MANY FEDERALS AND REBELS KILLED.

New York, Jan. 27.  
Reuters' correspondent at Nogales, Arizona, states that the United States Consul from Mazatlan has arrived at Nogales, and reports that a heavy engagement occurred last week at Ixtlan, Jalisco, between Federal troops and rebels.

In the course of the battle in which several hundred rebels participated, 37 rebels were killed, while fourteen Federal soldiers were shot dead.—Reuters' American Service.

### SUKKUR BARRAGE SLICES.

#### BIG CONTRACT GOES TO IPSWICH.

London, Jan. 27.  
The contract for the sluice gates for the Sukkur barrage on the River Indus, the largest of its kind in the world, has been placed by the India Office with an Ipswich firm. A gate 60 feet wide and 18½ feet deep will be fitted in each span of the barrage, and each gate will weigh "about forty tons."—British Wireless.

#### A CHANGE OVER.

### ADMIRALTY APPOINTMENTS APPROVED.

London, Jan. 27.  
H.M. The King has approved the following appointments: Vice-Admiral William Fisher, to be Lord Commissioner of the Admiralty and Deputy Chief of Naval Staff, in succession to Vice-Admiral Vernon Haggard, who is to be Lord Commissioner of the Admiralty and Chief of Supplies and Transport, in succession to Vice-Admiral Fisher.—British Wireless.

## TERRIBLE HOIHOW CRIME.

### FRENCH PRIEST SHOT COLD-BLOODEDLY.

### ATTEMPT TO RESCUE TWO YOUNG GIRLS.

### OUTRAGE BY TROOPS.

A terrible crime, the murder in cold blood of Father Nogues, a French priest, who sought to interfere in the abduction by soldiers of two young Chinese girls, is reported from Hoihow, in a letter just received by the French Mission in Hongkong.

The outrage occurred nearly a fortnight ago, and the facts as briefly related in the communication to the French Mission, appear to be as follows: Father Nogues, a French Roman Catholic priest, who has been working in the Church Mission at Hoihow on Hainan Island, was walking at Sangto, a small village on the east side of the island on Sunday, January 15th, in the course of his mission work, when an old woman came running to him imploring his assistance in preventing three soldiers from abducting her daughter aged 20, and another Chinese girl aged about 18.

The mother stated that the soldiers had already outraged the poor girls, and had expressed their determination to take them away with them.

#### Pointblank Shooting.

The priest hurriedly accompanied the woman and reached the door of the house, only about 70 yards away, just as the soldiers were leaving. Before Father Nogues had an opportunity of saying a word, it appears, the soldiers opened fire wounding the priest in three places at pointblank range.

One bullet entered the shoulder, one penetrated the left side of the body and the third struck Father Nogues' head. The unfortunate priest was killed instantaneously, dying without uttering a word.

The letter to the French Mission goes on to express gratification that the priest's life was not given in vain. The soldiers realised the consequences of their dreadful act, and fled immediately leaving the girls behind.

#### Troops Flee.

Apparently the murderers belonged to a detachment of regular troops which had been stationed at Sangto for the "protection" of the village, and it is stated that the whole detachment followed the example of the murderers and hurriedly disappeared from the district.

Immediately the matter was reported to the Chinese authorities at Hoihow an attempt was made to foist the blame on the Communists, but the French Consul has taken up the matter seriously, it is reported, and it is also understood that the Chinese Commissioner for Foreign Affairs is organising an investigation into the outrage.

Father Nogues is a young man who had been in China for two years only, the greater part of that time being spent in Hoihow. In those two years he has earned the esteem and good-will of not only the Christians in Hoihow, but the Chinese community generally. He had done excellent work for the Mission.

### SOCONY DEALINGS WITH SOVIET.

#### U.S. GOVERNMENT DENIES TACIT APPROVAL.

Washington, Jan. 27.  
The report that the United States Shipping Board has ordered 24,000 tons of oil, presumably Russian, from the Standard Oil Company of New York, to be delivered to Near Eastern ports, has led the Government to deny that it thereby has tacitly approved the trade relations of the Standard Oil Company with the Soviet.

It is officially stated that the Government is in no way involved in the transaction, as the ordering of oil is a matter of routine, which is carried out by the Shipping Board. In making the contracts, the source of the oil is not specified.—Reuters' American Service.

## BERLIN POLITICAL CRISIS.

### CENTRE PARTY FURIOUS OVER AMENDMENT.

#### THREAT TO WITHDRAW

Berlin, Jan. 27.  
A political dispute, regarded as being so serious that it may lead to the breaking up of the Marx-Stresemann Government, developed suddenly in the Reichstag today.

The Committee of the Reichstag adopted by fifteen votes to thirteen an amendment to the Government's School Bill, proposed by the People's Party, and as the amendment involves an alteration to the Constitution, a two-thirds majority of the Reichstag will be needed to pass the Bill.

This majority the Bill can never get, as the large minority in the Reichstag is definitely opposed to the Bill.

The Centre Party, which is most anxious to secure the passage of the Bill, is furious and threatens to withdraw its Ministers, including Dr. Marx, the Chancellor, from the Government if the negotiations with the People's Party do not result in the deletion of the amendment.—Reuters.

### PRESIDENT COSGRAVE IN U.S.A.

#### TWO DAYS VISIT TO PHILADELPHIA.

Philadelphia, Jan. 27.  
President Cosgrave, of the Irish Free State, has arrived on a two-day's visit, accompanied by Mr. Smiddy, the Free State Minister to Washington.

The visitors were welcomed at the station by a Committee representing the "Friendly Sons of St. Patrick" and a troop of the city cavalry. The Mayor greeted them at the City Hall, where the historic Liberty Bell in Independence Hall was wreathed.

Afterwards, President Cosgrave and Mr. Smiddy were entertained to luncheon by the Municipality.—Reuters' American Service.

### CABLE COMPANY AND WIRELESS.

#### U.S. FIRM TO OPERATE TO EUROPE.

New York, Jan. 27.  
The Commercial Cable Company confirm the reports that they are taking over the Wireless Station at Sayville, Long Island, with the object of opening a wireless service to Europe.

As soon as arrangements are completed with the foreign Governments, the Company will build receiving stations in Europe.—Reuters' American Service.

### FAMOUS SPANISH AUTHOR.

#### VICENTE BLASCO IBANEZ SERIOUSLY ILL.

Mentone, Jan. 27.  
The condition of the famous Spanish novelist, Vicente Blasco Ibanez, is disquieting. He is stated to be suffering from broncho-pneumonia and diabetes.—Reuters.

[The famous author of "The Four Horsemen of the Apocalypse" is 61 years of age.]

### THE DEFENCE CORPS.

#### NEW PROMOTIONS GAZETTED.

His Excellency the Governor has made the following promotions in the Hongkong Volunteer Defence Corps:

Lieut. T. A. Martin, to be Captain.

2nd Lieut. C. P. Anderson, M.C., to be Lieutenant.

His Excellency has also approved of the promotion of 2nd Lieut. R. S. Logan to the rank of Lieutenant.

## GERMAN IDEAS ON SECURITY.

### MEMORANDUM SENT TO LEAGUE.

### OPPOSED TO ALLIED GROUPS IN LEAGUE.

### WRONG CONSTRUCTION

In accordance with the agreement at the December meeting of the Sub-Committee on Security, of the Preparatory Committee on Disarmament, that the Governments represented should submit their observations on the suggested programme of work before the sub-committee, the German Government has submitted a Memorandum on the subject to the League Secretariat.

The British Government's Memorandum was sent ten days ago.

The German Government urges practical measures, as opposed to theoretical, desires the provision of effective arrangements for League intervention if necessary, and opposes the creation of allied groups within the League as possibly leading to a breach between different groups.

#### Beginning From Roof.

Berlin, Jan. 27.  
The German Government has sent a Memorandum to the League Security Committee, which is at present meeting at Prague.

The German Government expresses the opinion that the Committee's work should be practical and not theoretical. It urges the Committee to propose measures for speedy and effective intervention by the League Council, whose duty it is to prevent armed conflict.

The Memorandum goes on to say that the effectiveness of all Security measures would be strengthened considerably if general disarmament was finally reached.

The opinion is also expressed that the creation of allied groups within the League, with the object of protection against other members of the League of Nations, might very easily lead to a breach and hinder joint action in times of crisis. The problem must be dealt with radically.

If it occasions war and the question of military sanctions, the basis of the Committee's work would be like trying to build a house from the roof downwards.—Reuters.

### R.A.F. ROUND-INDIA FLIGHT.

#### FIRST NINE THOUSAND MILES COVERED.

Calcutta, Jan. 27.  
The R. A. F. Flying boats have alighted safely on the Hooghly, and they have now covered 9,000 of the 23,000 miles of their programme without mishap. It is the first round-India flight, which opens up possibilities of other Empire air routes.

The flight has touched inter alia at Karachi, Bombay, Mangalore, Colombo, Trincomalee, Cocos, Chitka Lake and Madras.—Reuters.

### INDIAN BATTALION ARRIVES.

#### THE 3/15TH PUNJABIS NOW HERE.

A new battalion of Indian troops, the 3/15th Punjab Regiment, arrived here by the B.I. as Talamba from Calcutta yesterday.

In command of the Battalion is Lieutenant Colonel H. T. C. Ivens, and there are ten British and seventeen Indian officers, as well as 888 men.

The new Battalion is to relieve the 5th/2nd Punjab, who are leaving for India on or about February 27th.

#### TO-DAY.

Dollar on demand 2/- 8/16.  
Lighting-up 6.09 p.m.

## Bulls and Inners

□ □ From the Office Butts. □ □

To scribe an Inner or a Bull  
Demands an art correct.  
It needs must be of humour full  
And yet be circumpect.  
No vested interest must be  
Attached therein, of course;  
And yet a spice of devilry  
Must lend it point and force.  
—From an esteemed reader.

The Ameer of Afghanistan is  
having a Nice time this week.

Some of these prosecutions  
earlier in the week seem to have  
proved damp squibs.

Truly "The Lassies" were  
always a ticklish subject.

The Sanitary Department will  
continue to Carre out spray  
limewashing.

Enquirer:—No; the Boxer  
Rebellion wasn't a prize-fighters'  
strike.

Thursday's text in the Post was  
"Owe no man anything" from  
Romans. We wish we could do as  
the Romans do.

Mr. A. Lasker, late of the U.S.  
Shipping Board, has donated a  
million dollars towards prolongation  
of life research. But he has  
left the Shipping Board!

A men's wear  
specialist says  
the masculine  
shirt will dis-  
appear within  
ten years. He's  
either an  
optimist or he's  
found a good  
laundry.

The youth in  
America who  
committed  
murder with a  
baseball bat  
was not "put  
out" at his elec-  
trocution.

Mr. Kay asks  
where would  
famous men be  
without their  
mothers. We  
wonder.

"Little Squibs" are now served  
with cheese at the local clubs.

According to the Daily Press  
and China Mail, "Arne Borg's"  
world's record of 5 mins. 21 secs.  
for the quarter-mile was twice  
beaten in the Australian cham-  
pionships by Jones of West Aus-  
tralia, 5 mins., 23.2-5 secs." Have  
they even started tortoise racing?

It looks very much as if the New  
Zealand administration is in for  
Samoa trouble shortly.

"Angus"—We cannot give  
chapter and verse as to  
why your "bull" did not appear,  
but a person shall be deemed  
to have been drunk if he was  
so much under the influence of  
alcohol as to have lost control of  
his faculties to such an extent as  
to render him unable to execute  
safely the occupation on which he  
was engaged at the time in ques-  
tion.

If pyrotechnics count for any-  
thing, the Chinese should have a  
cracker jack New Year.

The financiers of Canton seem  
to bank on the integrity of Hong-  
kong.

Macao has aspirations says the  
Post. After two hours fan tan we  
would suggest aspirins as being  
more appropriate.

The noise at the beginning of  
the week was simply a bomb-  
inable.

"Objects of the Union" says a  
headline. Some of the demands  
are rather piggyish.

"Winter's here! Let's play!"  
says a local contemporary. Yes,  
let's play that winter's here.

Whenever the Japanese find  
their politics getting indigestible,  
they merely change their Diet.

"R. U. B."—No, it is not un-  
lucky to postpone a wedding, so  
long as you keep on doing it.

The week's best worst pun.  
The national bard was boasted  
without a national barbed.

The lassies' response should  
have been "Oh, Kay."

According to a contemporary, a  
Chinese, charged with throwing  
crackers into the street, explained  
that "he merely dropped into the  
drain." The P. W. D. must look  
into this.

These endurance flights seem to  
show that you can't keep a good  
man down.

"Japanese Diet Dissolved," says  
a newspaper heading. We're still  
struggling with our China New  
Year's dinner.

This electricity scheme should  
bring much enlightenment to  
Cheung Chau.

"Sollicitor subsists on grass and  
leaves," says a Post headline.  
Grass widows and leave to appeal,  
possibly.

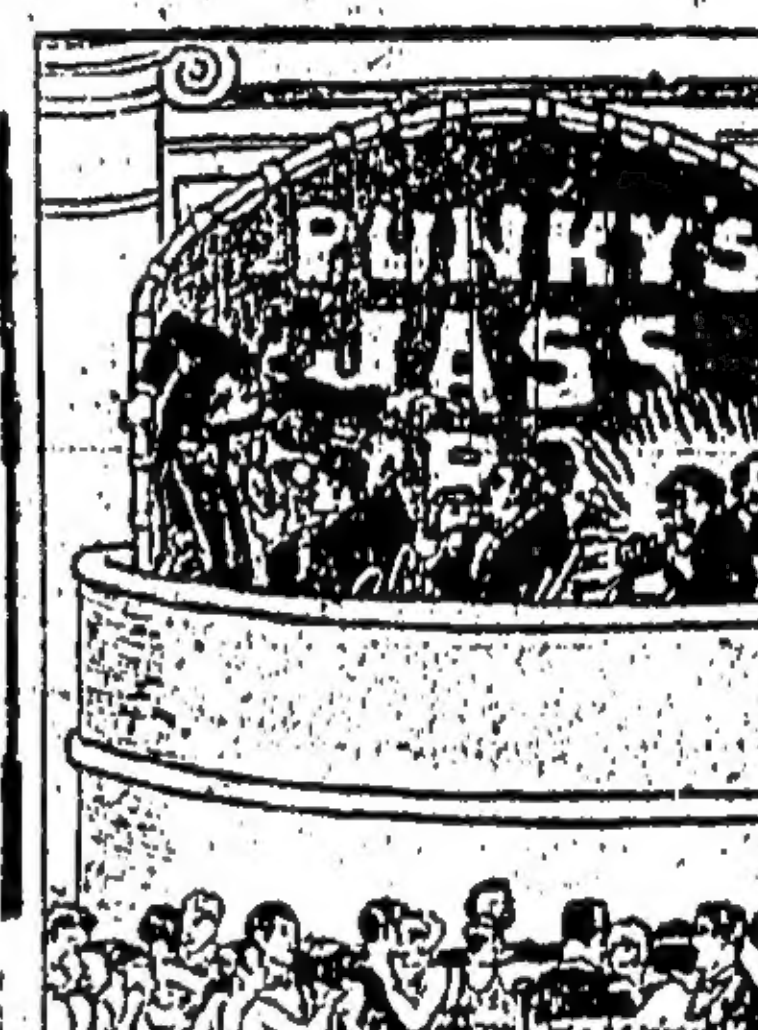
A stray bat from the belfry:  
"Can a blood vessel sink?"

For a holiday occupation we  
cannot decide which is the most in-  
humane—killing wild pig or writ-  
ing Greek tragedy.

Herr Mumm,  
the champagne  
king, is to head  
greyhound  
racing in  
Germany. This  
should ensure  
some sparkling  
contests.

The Japanese  
steamer Ohmi  
Maru, having  
been in serious  
collision, the  
question of  
what's in a  
name is again  
brought up.

With the  
approach of  
spring, golfers  
of both sexes  
are feeling  
mashie.



Leader (holly): "Cut that  
out! I heard you I don't want  
any more harmony! This is a  
jazz band!"

Reader:—A "sporting chance"  
is when the shroff gets at least  
two hours start for the Canton  
boat.

A local organisation apparently  
will not be satisfied until its mem-  
bership is Legion.

We understand that all next-of-  
kin of those representing Hong-  
kong in Interport Football have  
already been notified.

Sanitary Department exhorta-  
tion:—Let us spray!

A heading we don't like to see:  
"Government Whitewashing to  
Continue."

Scots and Scots had a busy  
time on Wednesday.

Mr. Justice Wood appears to  
have held that the money-lender's  
claim against a prison warder was  
based on a Fallacy.

The fact that Britain intends  
attempting to break the world's  
air speed record shows that she  
isn't windy.

A farmer has been appointed  
Premier of Norway. This should  
ensure a stable Government.

Local barbers are glad that the  
Sanitary Department does not in-  
tend to abolish spraying.

Shanghai is willing to pay \$500  
for a new seal. Here's a chance  
for some poor fish.

The bus conductor who  
absconded with his bag was too  
literate with the "takings."

There was a shooting sensation  
in the elbow of a Taipe resident  
on Chinese New Year's Day.  
Otherwise, crime in the district is  
normal.

Most bridegrooms are silent  
during the wedding reception.  
Perhaps they feel that they have  
already said too much.



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## CANTON BANK FUNDS.

## SECOND MAN DISCHARGED.

A sudden ending has occurred to the case in which the Canton Government of General Li Chai-sum was seeking the extradition of two officials connected with the late "Ironside" regime, on charges of misappropriation of funds belonging to the Central Bank of Canton, of which they were the Governor and Cashier, respectively during that period.

Following on the discharge of Chiu Pok-shan, the second fugitive, on the production of birth certificates, at a previous hearing, the other man, Wong Chung-chu, who is described as a former Commissioner of Finance, was discharged yesterday afternoon.

In his decision, Mr. Lindsell said: "The case obviously approximates very closely to that of Chung Shau-nam referred to yesterday by Counsel on both sides. While that case is authority for Mr. Sheldon's contention that the ownership of the money removed by the present fugitive may still vest in the Provincial Government of Kwong Tung and that appropriation thereof by a member of a faction which had temporarily ousted that Government might in certain circumstances amount to larceny, it is, however, abundantly clear that the decision of the Full Court affirming the Magistrate's commitment of Chung Shau-nam was based on the fact that that fugitive had deliberately and wickedly converted to his own use the money entrusted to him.

"In the present case there is no allegation whatever of any such conversion. Indeed Mr. Sheldon's opening admits that repeated attempts were made to transfer the money which this fugitive is charged with stealing from the coffers of another Chinese administration at Shanghai and Nanking.

"In the report of Chung Shau-nam's case there are two most material passages bearing on this point. In the Chief Justice's finding (at p.47) these words occur: 'There is not therefore any evidence upon which this Court can find that the intention (i.e. of the fugitive) was to remit the money to Nanking for military purposes. If there had been any reliable evidence in support of it I am not prepared to say that in the state of affairs then existing in China, it may not have been regarded as a political offence within the authorities laid down in 'Castione's case' and in 're Meunier'."

"That part of the Full Court's finding on p. 57 that covers this same point is far stronger. It is, I suppose, unquestioned that if the fugitive had applied the money, the subject matter of this charge, to subsidise the rebellion, his conduct, though probably a crime in China, would be held in our Courts a political offence and not the subject of extradition."

"In view of these dicta obiter though they may have been, I cannot see, Mr. Sheldon, what case has been revealed by your opening for this fugitive to answer."

## Further Submissions.

At the conclusion of this decision, His Worship intimated that he was prepared to hear Mr. Sheldon further.

Counsel replied that he would like to say a few words before the case finally closed. The case from which that extract was taken, with which he was familiar, differed from the present case only to this extent. From the Chief Justice's judgment on Page 47, the words are "to remit money to Nanking for military purposes." That, Counsel thought, must be taken to mean for some military purpose or some purpose allied with some military faction.

In this case, the money was to be remitted to Chiang Kai-shek and T. V. Soong, who however, as Counsel had indicated in his opening, were holding no political office either in the Canton Government or in the Nanking Government. This was the only difference to which Counsel had referred. Counsel did not intend to reiterate the evidence, but if His Worship found that either of these two were holding a political office at the material time, the onus would be on the fugitive to prove the political character of his act. It was a very important subject that was involved, because it was not only the liberty of the fugitive that was at stake but it was also the Magistrate's jurisdiction of rights between nationals of China and Great Britain.

## Political Character.

His Worship, said Counsel, had doubtless considered the various aspects. If the man's offence—Counsel still maintained none the less that it was larceny—came under the definition of the Judge's finding in Castione's well-known case, then it established the political character of the act. But if on further consideration, His Worship should find that it was a crime incidental to and forming part of political disturbances—which was a definition of political crime in the Ordinance—then His Worship would take whatever action that still remained to him.

Counsel said he need not address His Worship further in the matters which had been raised.

His Worship: I am satisfied that my view of the law and the decision is correct. The fugitive is entitled to be discharged, and he is discharged.

Mr. Sheldon: Will your Worship hand down a judgment to that effect?

His Worship: As I read it to you just now? Yes, certainly.

## Too Narrow a Plane.

Mr. Eldon Potter while expressing his appreciation of the good, perfectly sound, and unassailable decision in law which His Worship had made, pointed out that His Worship had put the case on a narrower plane than he (Mr. Potter) had put it. This was that even if it were a political offence or otherwise, leaving the political character out of the case altogether—there had been absolutely no evidence for his Worship to give to the jury in a higher Court, of larceny.

## RIGHT TO CUSTOMS CONTROL.

## NATIONALIST FINANCE MINISTER'S CLAIM.

Shanghai, Jan. 27.

Mr. T. V. Soong, the Nationalist Finance Minister, in a statement to Reuters said: "As the Nationalist Government controls 16 out of the 21 provinces of China, which are producing nearly 70 per cent of the customs revenue, and as the authorities in control of Peking no longer represent the legal successor of the former recognised Government, the Nationalist Government clearly cannot recognise the right of any other authorities independently to exercise control of the customs administration, or to appoint an agent to exercise such control.—Reuters.

Apart from the position of the fugitive as Treasurer of the Province of Kwangtung, and the motives which may have led him to remit the money to another place, it could not be held that he was keeping one cent of that big sum for himself.

Counsel referred to certain "travellers" existent in the legal proceedings, and submitted that it was further immaterial where the money went to, if the fugitive was not appropriating one cent of it for himself.

Counsel asked his Worship to add a footnote to the decision already given to clear up the character of the fugitive on this point.

## Magistrate's Footnote.

His Worship said that on what was revealed in Mr. Sheldon's opening, he agreed with Mr. Potter that there was no evidence for the fugitive to be guilty of larceny. His Worship agreed to append a footnote to his decision to this effect and did so as follows:

"I am further satisfied that the opening of the case for the Crown reveals no evidence whatever of larceny at English Law. In Section 1 of the Larceny Act 1916 (6 and 7 Geo. V. C. 50) a clear definition of larceny or stealing is laid down—a person is deemed to steal who 'without the consent of the owner, fraudulently and without any claim of right made in good faith, takes and carries away anything capable of being stolen, with intent, at the time of taking permanently to deprive the owner thereof'."

"It may be admitted that fugitive without consent took and carried away certain moneys belonging to the present Canton Provincial Government with intent permanently to deprive that Government thereof, but what evidence is disclosed that he did so fraudulently and without any claim of right made in good faith? In my opinion, none. On the contrary, the evidence which the Crown proposed to call would obviously have established not only that fugitive's action was free from fraud or deceit, and that his intentions throughout were honourable, but also that what he did was based on a bona fide claim of right. Fugitive discharged."

## HUGE SALE

## MEN'S WEAR MACKINTOSH'S

Monday, Jany. 30th to Thursday, Feby. 2nd.

The brevity of Mackintosh's Sales is proof of their worth. Every article offered in this Season's stock, and as the policy of the House is to have no stocks to carry forward to next season, the mild weather experienced enables us to offer unprecedented bargains.

## —REPRESENTATIVE REDUCTIONS—

## Summit DAY SHIRTS.

French Print, sold usually at \$6.50

are now \$4.50

Broken ranges of Zephyr, usually sold at \$8.50 to \$10.50.

TO CLEAR AT \$4.50

Two collars to match each shirt.

## SOCKS

Cotton, Wool and Mixtures. All sizes. Regular price \$2.00 to \$2.75

are now \$1.60

And those usually sold at \$3.00 to \$4.50

are now \$2.00

## OVERCOATS

Smart coats, usually sold at \$75.00

are reduced to \$45.00

Aquascutum Coats are all reduced one third off marked prices.

Some as low as \$55.00

## MUFFLERS

all kinds at HALF PRICE

## WOOLLIES

Plain colours and fancy designs. ALL BEING CLEARED AT

HALF PRICE

Some lovely ones

at \$14.50

## DRESSING GOWNS

Jaeger All Wool Gowns at ridiculous prices. Some reduced as low as

\$23.50

Lighter Bath robes at

\$7.50

## READY-TO-WEAR SUITS

A few well cut and made suits usually sold at \$85.00 are being cleared at

\$50.00



## Summit DRESS SHIRTS

Stiff Fronts, 2 stud holes

usual price \$6.50

now \$4.50

Oddments in pleated fronts. Sold usually at \$7.50 and \$8.50.

Being Cleared at \$4.50

## PYJAMAS

Ceylon flannel in smart stripes. Regular price \$8.50.

Reduced to \$5.00

Odd suits of Lustre material sold usually at \$13.50 \$17.50.

To Clear at \$8.50.

## WATERPROOFS

The celebrated "MACNOVA" coat. Usual price \$35.00.

A Real Bargain at \$23.50

## GLOVES

English fabric in Chamois, Grey and Fawn. Usual price \$2.75

are now \$1.50

## PULL-OVERS

some with sleeves and some sleeveless. These again are all marked at

HALF PRICE

## STOCKINGS

Good serviceable hose usually sold at \$6.50

are now \$3.50

## GOLF COATS

Some made of Rainproof cloth, others of Tweeds. Reduced from \$30.00 \$35.00.

To \$15.00

Made-to-order from good Scotch Tweeds. Usual price \$45.00

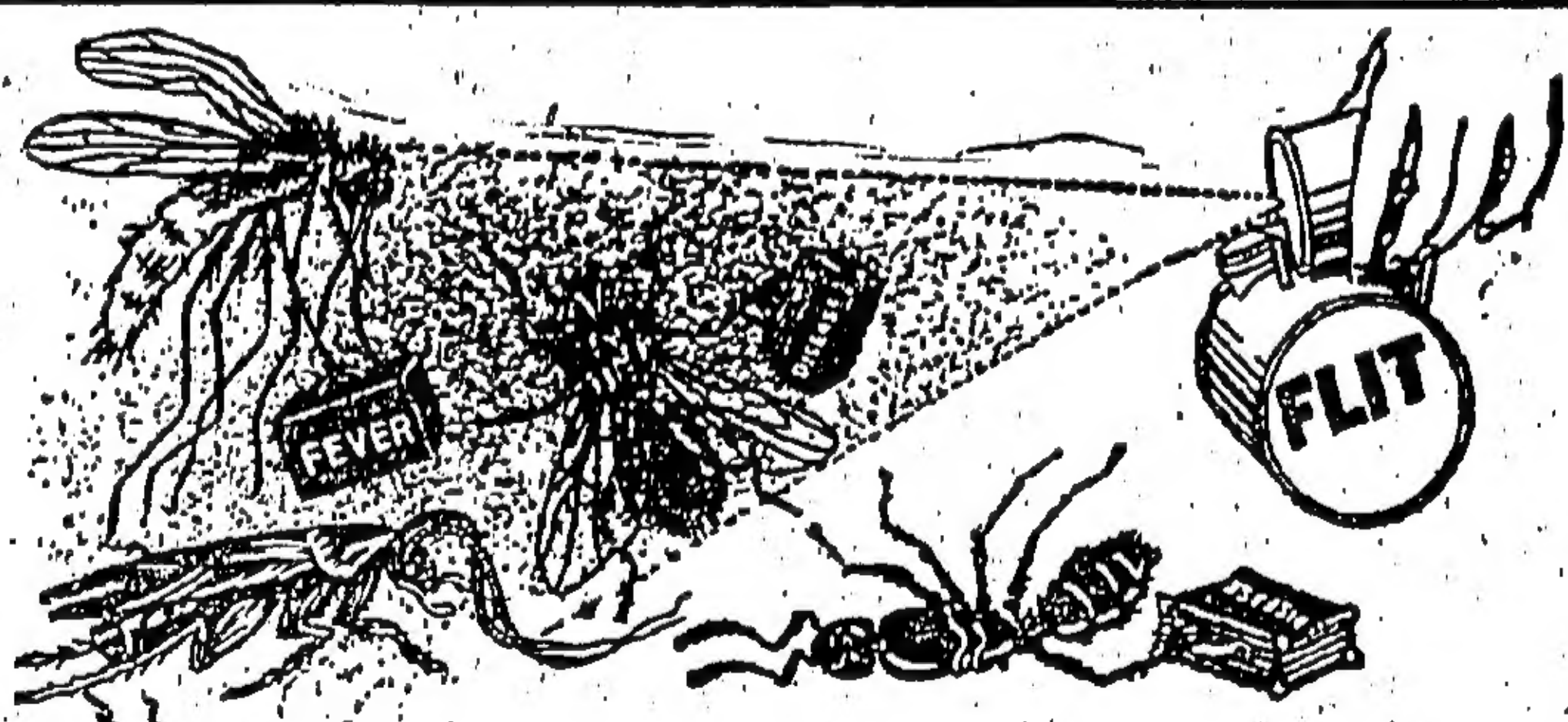
are now \$25.00

Don't forget—The early comers get the best choice.

MACKINTOSH & Co., Ltd. MEN'S WEAR SPECIALISTS.

Alexandra Building.

Des Voeux Road Central.



## Destroy Household Insects—they carry disease!

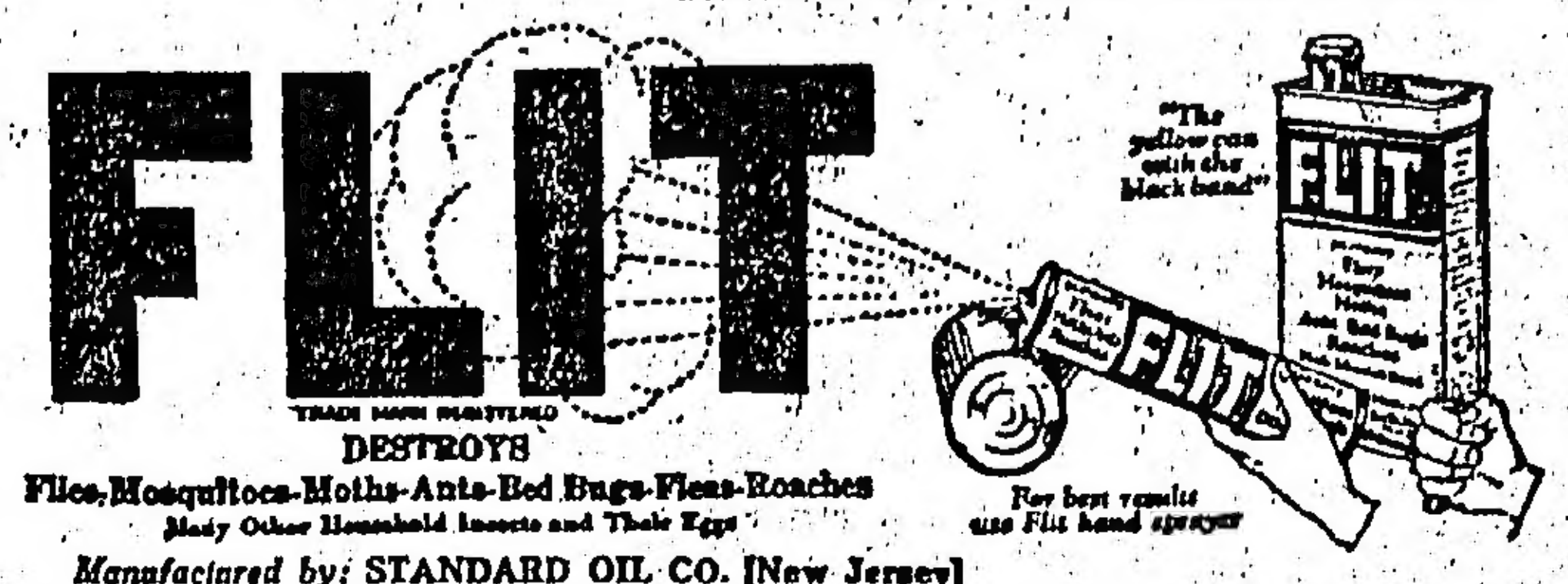
INSECTS are man's enemies. Do not sit idly by and allow insects to bring diseases into your home—to poison your body and contaminate the food you eat. Insects are laden with disease and filled with danger. Insects harass and annoy humanity. Destroy them. Make your home safer and happier for yourself and family.

Flit spray clears the house in a few minutes of disease bearing flies, mos-

quitoes, bed bugs, cockroaches, ants, moths, fleas and silverfish. It searches out the cracks where insects hide and breed, destroying their eggs. Flit spray kills moths and their larvae which eat holes. Extensive tests showed that Flit spray did not stain the most delicate fabrics. Flit is clean and easy to use, death to insects but harmless to mankind. It is economy to use Flit and avoid disease. For sale everywhere.

Sole Agents for China: MUSTARD & Co., Ltd.

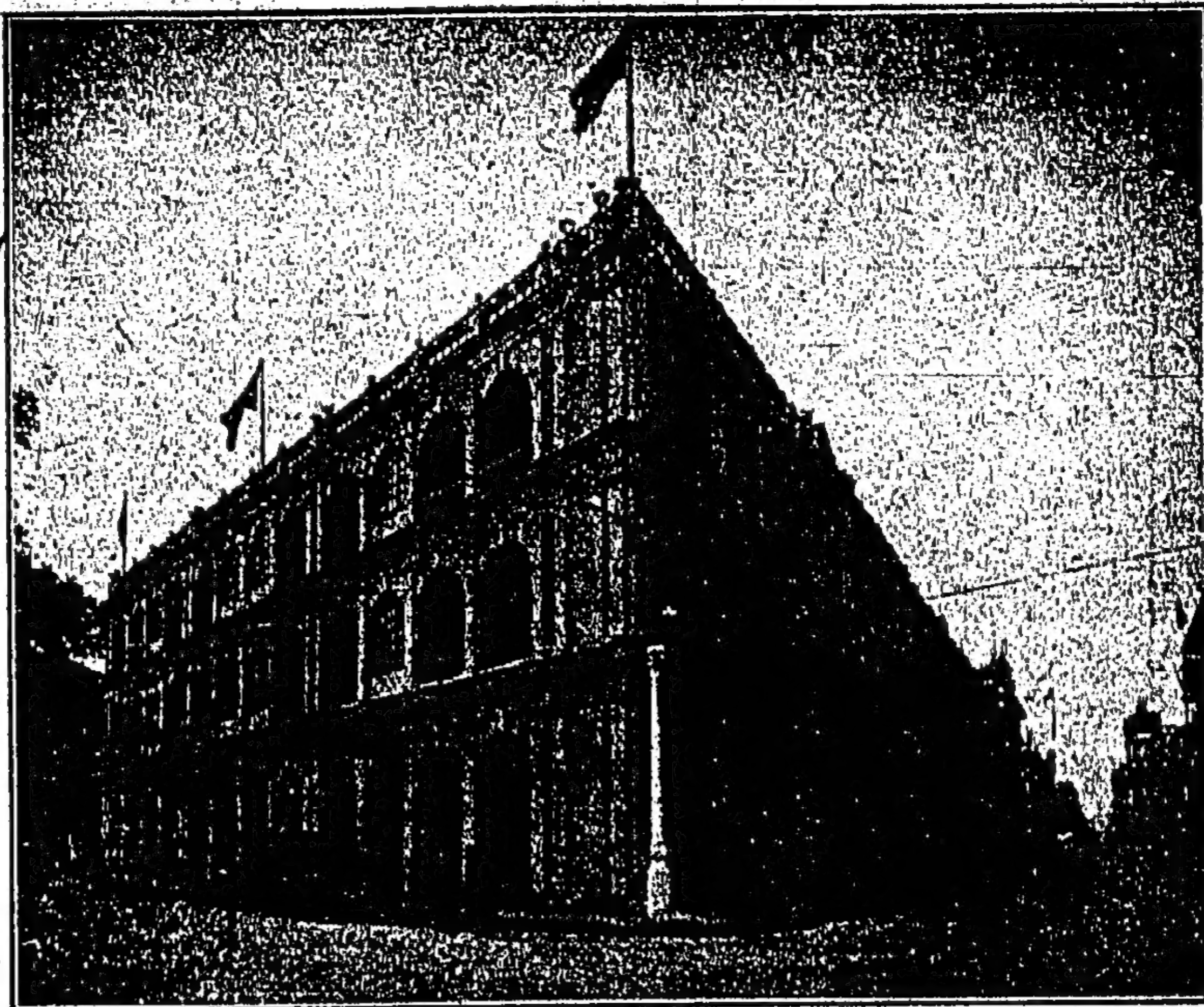
INCORPORATED UNDER THE COMPANIES ORDINANCE OF HONGKONG.







Group taken at the wedding, at St. Joseph's Church on Saturday, of Lieut. M. R. da Costa Zanatti, and Miss Mario C. N. da Silva. (Photo: Ming Yuen).



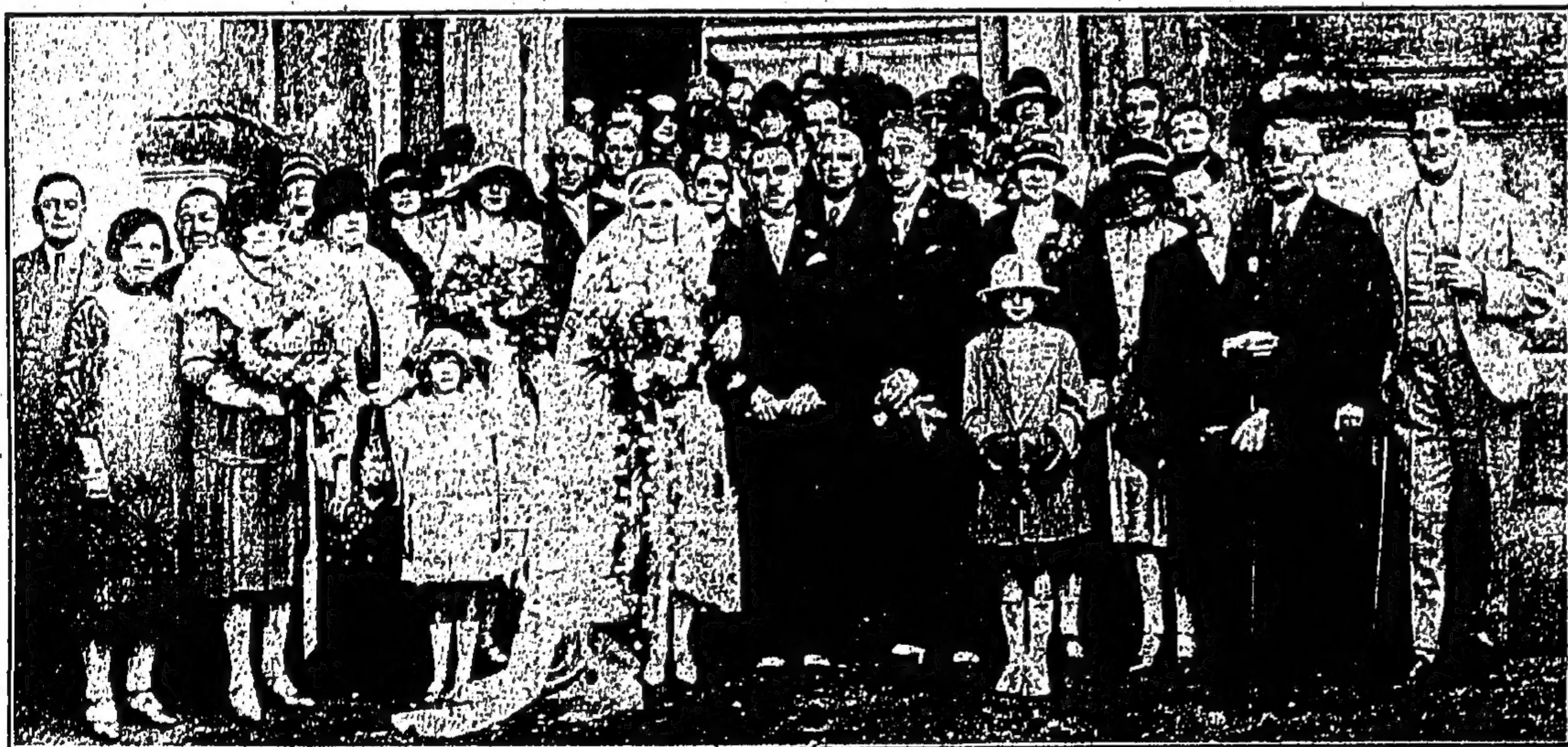
The new Hotel Riviera at Macao, which was officially opened recently by H. E. The Governor of Macao.



Lieut. Zanatti and his bride together with a group of Portuguese naval officers after their marriage last Saturday. (Photo: Ming Yuen).



Group, including H. E. The Governor of Macao, Madame Barbosa, Mlle. Barbosa, Sir Robert Ho Tung, the Bishop of Macao, and Mr. J. P. Bourne, taken at the opening of the new Hotel Riviera.



The wedding of Mr. K. S. Robertson and Miss C. B. Russell took place at Union Church on Tuesday last. The above group was taken after the ceremony. (Photo: Ming Yuen).



These pictures were taken at Government House on Wednesday when H. E. the Governor inspected local Boy Scouts. On the left H. E. is seen presenting the 'Prince of Wales' Banner to the Sea Scouts troop, while on the right H. E. is shown inspecting the Cubs. (Photos: Ming Yuen).

## Mackintosh's HUGH SALE OF MEN'S WEAR

Monday Jan. 30th. to Thursday Feby. 2nd.

The brevity of Mackintosh's Sales is proof of their worth.

**Mackintosh**  
MEN'S WEAR SPECIALISTS & Co. Ltd.  
ALEXANDRA BUILDING. DES VOEUX ROAD



**Excelsa Gramophone**

The Last Word in Possibilities.

All Metal, Camera Shaped,  
WONDERFUL TONE  
NO METALLIC SOUND

(Closed)

Nett \$25.00  
Cash



(Open)

**Anderson Music Co., Ltd.**

**REISS, MASSEY & CO., LTD.**  
Engineering Department.

Sole Agents for

**THE CLEVELAND ROCK DRILL CO.,  
THE CLEVELAND PNEUMATIC TOOL CO.,**

Manufacturers of

**PNEUMATIC ROCK DRILLS  
PNEUMATIC HAMMERS  
PNEUMATIC RIVETERS**

and

**ALL TYPES OF PNEUMATIC TOOLS**

Catalogues and prices  
on application

Exchange Building,  
Telephone C.673.

Cable "JOSSTREE"  
Hongkong.

**WHITEAWAYS**

**BLUE TICKET BARGAINS.  
500 Yards.**

**CRETONE**

Good designs and coloring in odd  
lengths. Usual prices \$1.25 to \$1.75 yd.

BLUE TICKET PRICE **50** Cents.  
Per Yard.

**3 Only.**

**PERAMBULATORS.**

Coach built, well sprung and upholstered.  
Slightly shop soiled. Usual Prices \$157.

BLUE TICKET PRICE **\$59.50**

FIRST FLOOR SHOWROOMS

**WHITEAWAY, LAIDLAW & CO., LTD.**



## Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in  
**The Hongkong Telegraph.**

and secure the co-operation of its readers in buying your goods.

## Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)

The following replies are awaiting collection:—

295, 300, 301, 305, 306, 311

### MISCELLANEOUS.

**HAIR DRESSER** of Empress of Canada, Miss Margery Smith, will attend Clients at Hotel Savoy Beauty Parlour 10 a.m. to 5 p.m. or by appointment C.6215.

### FOR SALE.

**FOR SALE.**—Marmet perambulator suitable for child 2 to 4 years, also bedstead (white enamel) 5' 9" by 3' 6", complete with mosquito curtain. All in excellent condition. Box No. 313, care of "Hongkong Telegraph."

### TO LET

**IMMEDIATE POSSESSION**  
Second Floor of  
**WHITEWAYS BUILDING.**

Moderate Rental, all conveniences, lease if desired.  
**APPLY—Manager.**  
Whiteaway, Laidlaw & Co., Ltd.

### PREMISES TO LET.

**TO LET.**—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

**TO LET.**—Office Rooms 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

**TO LET.**—A Flat in Camby Buildings, Nathan Road, Kowloon, with all modern conveniences. Apply to Kayamally and Co.

**COMMODOUS OFFICES** to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

**TO LET.**—Well furnished, room with bathroom attached, suitable for married couple or single men. Excellent food and good attendance under the personal supervision of the proprietor. Terms for two \$220, or \$180 per month singly. Apply Box No. 312, care of "Hongkong Telegraph."

**UNION WATERBOAT CO., LTD.**  
**NOTICE TO SHAREHOLDERS.**

The Twenty Third Annual General Meeting of Shareholders will be held in the Offices of Messrs Dodwell and Company, Limited, on Tuesday, the 7th February, 1928, at 11 a.m. for the purpose of receiving the report of the General Managers together with a statement of Accounts to 31st December, 1927. The Transfer Books of the Company will be closed from the 30th January to 7th February, 1928, both dates inclusive.

**DODWELL & CO., LTD.**  
General Managers.

New Year's Day was emancipation day in the Protectorate of Sierra Leone for 215,000 domestic slaves. At the urgent instruction of the Colonial Office, an ordinance was passed in Sierra Leone Legislative Council in September last, under which the total abolition of the legal status of slavery was to take place on January 1, 1928.

## NEW ADVERTISEMENTS

### HONGKONG BENEVOLENT SOCIETY.

The Annual Meeting will be held in the Society's Room at the City Hall on February 2nd at 12.15 p.m. The Chair will be taken by R. Sutherland Esquire, M.B.E.

### ST. STEPHEN'S COLLEGE.

**PROSPECT PLACE, BONHAM ROAD.**

School will reopen Feb. 8th. Examination for New Students, Tuesday, February 7th at 9.30 a.m. For Prospectus, for Boarders and Day-boys, apply

**ST. STEPHEN'S COLLEGE, Prospect Place.**

### GETZ BROS. AND CO.

**SAN FRANCISCO, U.S.A.**  
Announce

the Appointment of the  
**HONGKONG AMERICAN TRADING COMPANY.**

With offices on the 4th Floor of Kai Ming Building, 6, Queen's Road Central, as their exclusive Agents for the Colony of Hongkong, the Cities of Canton and Shanghai, China and the Portuguese Colony of Macao. Commencing as of January 28th, 1928, and further announce that as from the 25th January, 1928, their former Agents GETZ South China Trading Company will undertake no new business on their behalf. Hongkong, Jan. 25, 1928.

### HUMPHREYS ESTATE AND FINANCE CO., LTD.

NOTICE is hereby given that the Annual Ordinary General Meeting of Shareholders in this Company will be held at the Hongkong Hotel, Hongkong, on Thursday, the 9th February, 1928, at 11 a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 31st December, 1927.

The Transfer Books of the Company will be closed from Wednesday, 1st February to Friday, 10th February (both days inclusive), during which period no transfer of Shares can be registered.

**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, 25th January, 1928.

### OFFICIAL NOTICE.

**PROPOSAL TO CHANGE A SHIP'S NAME.**

I, John Hennessey Seth of No. 6, Des Voeux Road Central, Liquidator of Oriental Navigation Co., Ltd. (in liquidation) hereby give notice that in consequence of uniformity I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship "ARMANESTAN" of Hongkong Official number 113715 of gross tonnage 5,020 tons, register tonnage 3,230 tons, heretofore owned by Oriental Navigation Co., Ltd. (in liquidation) for the permission to change her name to "ARMANESTAN" and to have her registered in the new name at the Port of Hongkong as owned by Oriental Navigation Co., Ltd. (in liquidation).

Any objections to the proposed change of name must be sent to the Registrar of Shipping, at Hongkong within seven days from the appearance of this advertisement.

Dated at Hongkong,  
this 25th day of January, 1928.

Signed **J. HENNESSEY SETH,**  
Liquidator, Oriental Navigation Co., Ltd. (in liquidation).

### OFFICIAL NOTICE.

**PROPOSAL TO CHANGE A SHIP'S NAME.**

I, Hajee Mohamed Hassan Nema-ze of 1, Prince's Building, Hongkong, hereby give notice that in consequence of uniformity I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship "INTABA" of Hongkong Official number 129345 of gross tonnage 4,736 tons, register tonnage 3,033 tons, heretofore owned by me for the permission to change her name to "ENGLES-TRON" and to have her registered in the new name at the Port of Hongkong as owned by me.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.

Dated at Hongkong,  
this 25th day of January, 1928.

(Signed) **H. M. H. NEMAZEE.**

## CHURCH NOTICES.

### Fourth Sunday After Epiphany.

### TO-MORROW'S SERVICES.

St. John's Cathedral, Hongkong.  
January 29th, 1928. 4th Sunday after Epiphany. Holy Communion, 8 a.m. Matins, 11 a.m. Preacher: The Dean. Evening: 6 p.m. Preacher: Rev. C. B. Shann.

Wesleyan Methodist Church, Queen's Road East, Wanchai, (near Royal Naval Hospital).  
Sunday, January 29th, 1928.  
Morning Service, 10.15 o'clock. Subject: "What to glory in." Afternoon 3 o'clock: Sunday School. Evening Service, 6 o'clock. Subject: "The Fellowship of Singing." Preacher at both services Rev. J. C. Knight Anstey. Sailors' and Soldiers' Home, Arsenal Street. Sunday: 3.00 p.m. Mr. May's Bible Class. 8.15 p.m. Service Men's Hour. Monday: 3.00 p.m. Ladies' Church Aid Meeting. Friday: 8.15 p.m. Fellowship Meeting.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject, "Love." Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address, open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

Seventh Day Adventist Hall—7, Duddell Street (first floor) Rulton Buildings. Sunday, January 29th, at 8.30 p.m. sermon given by Pastor Lyman W. Shaw, "The Fate of the Wicked." Everybody welcome.

## CHINA AUCTION ROOMS.

4, Duddell Street.  
If you have anything you would like to sell, exchange or advertise send it to the **CHINA AUCTION ROOM.**  
**E. V. M. R. de SOUSA.**

## PUBLIC AUCTION

**PARTICULARS AND CONDITIONS OF SALE OF THE VALUABLE LEASEHOLD PROPERTY**  
Situate in the Peak District in the Colony of Hongkong,  
and  
REGISTERED IN THE LAND OFFICE AS THE REMAINING PORTION OF RURAL BUILDING LOT NO. 2 TOGETHER WITH THE DWELLING HOUSE THEREON KNOWN AS

"FUNG SHUI"  
To be Sold by  
**PUBLIC AUCTION**  
on **THURSDAY,**  
the First day of March, 1928,  
at 3 o'clock p.m.  
by  
**Messrs. HUGHES & HOUGH, Ltd.**  
Auctioneers.

At their Auction Rooms, in Ice House Street, Victoria, Hongkong.  
Vacant Possession 31st March, 1928.  
The property consists of:—

All that piece or parcel of ground having an area of 91,334 square feet registered in the Land Office as the Remaining Portion of Rural Building Lot No. 2 together with all the messuages or tenements and other erections thereon and the rights, easements and appurtenances thereto belonging and all the estate and interest of the Vendor in and to all the said premises.

For further particulars apply to:—  
**Messrs. WILKINSON & GRIST,**  
Vendors' Solicitors,  
or to  
**Messrs. HUGHES & HOUGH, Ltd.,**  
Auctioneers,  
8, Des Voeux Rd. Central, Victoria, Hongkong,  
Hongkong, 21st January, 1928.

## LAMMERT'S AUCTIONS

### PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on **MONDAY,**

the 30th January, 1928,

commencing at 10.45 a.m.

At the Race Course.  
A Quantity of Timber Hut Material (new) at present stored in the Chinese and Lusitano Stands.

comprising:—  
Sash frames, Sashes, Doors, Boarding and Fillets of sorts, and at 11.30 a.m.

At Block "E," Victoria Barracks.  
A Quantity of Timber Hut Material (new).

comprising:—  
Sashes, Glass panes, Doors, Iron Bolts, Hooks and eyes and Hinges.  
Terms:—Cash on Delivery.

**LAMMERT BROS.,**  
Auctioneers.

### PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on **MONDAY,**

the 30th January, 1928,

commencing at 2.15 p.m.

At No. 4 Godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon.

(for account of the concerned.)  
79 Kega Wire Nails, all more or less damaged.  
6 Kega Two-Ends Pointed Wire Nails, all more or less damaged.

Terms:—Cash on Delivery.

**LAMMERT BROS.,**  
Auctioneers.

### PUBLIC AUCTION.

The Undersigned have received instructions from Mrs. G. A. V. Hughes to sell by Public Auction,

on **MONDAY,**

the 30th January, 1928,

commencing at 2.45 p.m.

At her residence, No. 7, Humphreys Buildings, Kowloon.  
The Whole of her Valuable Household Furniture.

comprising:—  
Chesterfield couch and Arm-chairs, Tables, Curtains Oilpainting, Pictures, Hatstand, Fire-screens, Ornaments, &c.

Extension dining table, Teak sideboard with bevelled mirror, Dinner wagon, Glassware, Crockery, &c.  
Teak bedstead, Brass mounted twin bedsteads, Double and single Teak wardrobes with bevelled mirrors, Dressing tables with bevelled mirrors, Oscillating table fan, &c., &c.

Pantry and Kitchen requisites.

also  
One Fine carpet.  
One Cottage Piano by "Hornung & Moller."  
One "Silver-tone" Talking machine.

and  
A Quantity of Blackwoodware.  
On View on Day of Sale from 10 a.m.

Terms:—Cash on Delivery.

**LAMMERT BROS.,**  
Auctioneers.

Just as was the case last year, the passenger accommodation of the aeroplanes used by the Deutsche Luft Hansa for their passenger flights will be heated as soon as the cold season has started, so that passengers do not require any special flying dress in winter. It is sufficient for them to wear the same outfit they would wear on a train journey. The heating of the "flying corridor carriages" is effected as follows: Ordinary air is drawn in, made to pass the exhaust box where it is heated, led through the passenger accommodation by way of some piping and discharged again from the lower surface of the machines. Some aeroplanes have recently been provided with hot-water heating as well.

## KING AMANULLA AS PREACHER.

### TOLERANCE URGED IN INDIA.

### EXTRAORDINARY SCENES.

Bombay, Dec. 16.

No King in Eastern history has ever done what King Amanulla has done today. Unescorted, he drove with Ministers into the heart of the Moslem quarter, and there spent the best part of the day receiving addresses and conducting prayers at the Mosque, and delivering a sermon.

His progress was triumphal everywhere, the streets being densely crowded. "Allahu Akbar" and "Long live the King of Afghanistan" was shouted by the crowd, and when King Amanulla stood up in his carriage and lifted his fez the shouting became louder. Amazing scenes were witnessed when an address was presented by representative Moslems of the city. This was done in an open space, where fully a hundred thousand people had assembled.

The King, with Ministers and Moslem leaders, sat on a platform, and this was threatened with destruction, so great was the crush. In the crowd were a large number of Pathans, and these did all they could to reach the platform. In the struggle the Press table was overturned, and the Press representatives took refuge on the platform, and a prominent Moslem leader was roughly handled. Many who ascended the platform refused to be dislodged.

### Leading the Prayers.

The result was that the King made only a short speech in Persian. He said he would always remember his enthusiastic reception, and reiterated the assurance that in his own country no distinction between Hindus and Moslems was made, both being equally dear to him. He appealed to Indians to do the same. "I am going to Europe," he said, "in the cause of my country and that of Islam, and I am sure that I have the sympathy of my co-religionists here for the success of my mission."

At midday prayers at the principal Moslem mosque were attended by fifty thousand Moslems. The King himself led and preached the sermon. Such a sermon has never before been preached at the mosque. Tolerance to other faiths was its theme. He told the gathering that if they respected the religious susceptibilities of the Hindus they would respect the Moslems, but by ridiculing the religions of others they only ridiculed their own.

The people had a hard task in maintaining order in the city.

### "Shout Louder."

Dressed in a morning coat and a fez, King Amanulla this afternoon drove through crowded streets to Corporation Hall, there to receive an address. He waved a newspaper genially in response to the plaudits of the people. The Corporation address expressed the hope that relations between India and Afghanistan would continue to be most friendly. The King replied in a similar strain and advised the use of Swadeshi (home-made) goods, whether good or bad. The address was presented in a massive silver casket, featuring the Bombay coat of arms.

An even more elaborate casket was presented at a garden party subsequently held at the principal Moslem College here, at which King Amanulla stayed for an hour. He prefaced his reply to the address by shouting "God is great," which was responded to by the Moslems fervently, but not fervently enough for the King. "Shout louder," he said. "God is great," yelled the excited Moslems. The King told the leaders that it was their duty to guide the people aright and to live in the city as neighbours.

### To See the Races.

The Queen will be entertained at a ladies' gathering to-night, and at another dinner party. To-morrow the King attends the races, the mail boat having been delayed for five hours to make this possible.

The German National Railroad Administration and the Deutsche Luft Hansa have founded the "Flugelscheinverkehr" (combined flying and railway services), a joint organisation for the carriage of goods from all "grande vitesse" goods despatch offices of the former to pay of the aerodromes served by the latter company, and vice versa. This applies both to German and non-German aerodromes. Parcels intended to be conveyed by this service are received by the aerodromes, the special agencies of the Deutsche Luft Hansa Akt. Ges. and the "grande vitesse" goods despatch offices of the National Railroad Company.

## POST OFFICE NOTICE

### INWARD MAILS.

From	Per	Date
Japan and Shanghai	Haruna Maru	January 28.
Europe via Nippon Mail	Letters	January 28.
only, London 29th Dec. 1927.	Lahsang	January 28.
U.S.A., Honolulu, Japan and Shanghai	Pres. Wilson	January 28.
U.S.A., Honolulu, Japan and Shanghai	Pres. Madison	January 30.
Manila	Pres. Cleveland	January 30.
Japan and Shanghai	Malwa	February 3.

### OUTWARD MAILS.

For	Per	Date
Bangkok	Ryusei Maru	Sat. Jan. 28, 12.30 p.m.
Sandakan	Hinsang	Sat. Jan. 28, 1.30 p.m.
Bangkok	Kitakata Maru	Sat. Jan. 28, 3.30 p.m.
Manila	Pres. Wilson	Sat. Jan. 28, 5 p.m.
Amoy	Anking	Sat. Jan. 28, 5 p.m.
Holhow, Pakhol and Haiphong	Nanning	Sat. Jan. 28, 5 p.m.
Tourane	Phuocng	Sat. Jan. 28, 5 p.m.
Holhow and Haiphong	New Matilde	Sat. Jan. 28, 5 p.m.
Bangkok via Swatow	Kalgan	Sun. Jan. 29, 8.30 a.m.
Swatow, Amoy and Formosa	Hoxan Maru	Sun. Jan. 29, 9 a.m.
Swatow	Hydrangon	Mon. Jan. 30, 2.30 p.m.
Amoy	Sinkiang	Mon. Jan. 30, 3.30 p.m.
Shanghai, Japan, Honolulu, U.S.A., Canada, C. and S. America and Europe via San Francisco and Europe via Siberia	Pres. Cleveland	Mon. Jan. 30, 3 p.m.
	Parcels	3 p.m.
	Registration	4.15 p.m.
	Letters	5 p.m.

(Due San Francisco 23rd February).  
Shinkiang ..... Mon. Jan. 30, 3.30 p.m.  
Phuocng ..... Tues. Jan. 31, 2.30 a.m.  
Hoi Ching ..... Tues. Jan. 31, Noon.  
Egypt and Europe via Marseilles ..... Tues. Jan. 31, 2.30 p.m.

Registration ..... 1 p.m.  
Letters ..... 1 p.m.  
G.P.O.  
Registration ..... 1.45 p.m.  
Letters ..... 2.30 p.m.

(Due Marseilles 2nd March).  
Manila ..... Pres. Madison Tues. Jan. 31, 4.30 p.m.  
Shanghai and Europe via Siberia ..... Yunnan ..... Tues. Jan. 31, 5 p.m.  
Holhow, Pakhol and Haiphong ..... Takuwa Maru Wed. Feb. 1, 8.30 a.m.  
Straits ..... Van Heutsz Thurs. Feb. 2, 10.30 a.m.  
Swatow, Amoy and Fochow ..... Hoi Hong ..... Fri. Feb. 3, Noon.

Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt, and Europe via Marseilles ..... Persus ..... Tues. Feb. 7, 4.30 p.m.  
Registration ..... 1 p.m.  
Letters ..... 1 p.m.  
G.P.O.  
Registration ..... 1.45 p.m.  
Letters ..... 2.30 p.m.

(Due Marseilles 2nd March).  
Shanghai, Japan, Canada, U.S.A., C. & S. America, Europe via Vancouver B.C. and Europe via Siberia ..... Empress of Canada ..... Tues. Feb. 14, 4.30 p.m.  
Registration ..... 1 p.m.  
Letters ..... 1 p.m.  
G.P.O.  
Registration ..... 1.45 p.m.  
Letters ..... 2.30 p.m.

(Due Vancouver B.C. 4th March).  
\*Correspondence bearing vessel's name only.

## THE INSTALMENT SYSTEM.

### WILL TO LIVE IN LUXURY.

[By Lady Adams.]

Los Angeles, California.  
We are told that to-day the average American citizen's income is \$442, but that sum does not go far in this land of high ideals of personal comfort, and there is a blight on the nation, brought there by the nation itself, the direct outcome of this will to live luxuriously—the instalment system.

A working man, near London, married, without children, and earning an excellent wage, was, after three weeks' illness, found to be absolutely penniless. It was in the dreamy days before the dole and the panel, so the couple turned to the doctor to complain. In answer to the doctor's question about money in the bank, the man said "there was none. 'I don't 'old w' savin'," he explained.

### Slogan of the Stores.

Neither does the ordinary American. He lives up to his income. A great part of his income goes in big and little monthly sums, towards paying for the luxuries with which he has surrounded himself and his family, under the impression that they are necessities. Everything can be bought on the instalment plan, and so, usually, everything is.

"Pay While You Wear" is the slogan in some dry-goods stores, so madame indulges in a narrow little knee-high frock, chiffon stockings, dainty shoes, another hat, and a fur coat, which she wears on the hottest days, pays her first instalment, drives home in her instalment car, enters her instalment house, turns on her instalment radio, and cooks her dinner on her instalment range. Her husband buys his clothes and his books in the same way, and their income dribbles out as "instalment day" comes round, and, in many cases, "instalment day" is every day.

I will not touch on the technical economics side further than to say that a special form of insurance has been established, covering just this risk; naturally this increases the total cost to the consumer, while rendering the whole scheme safe for the seller. It is interesting to know

that the seller hands over the whole business to intermediaries. If, on instalment day, the money is not forthcoming, there is a little mercy shown, but after a couple of weeks mercy gives place to complete justice. The fur coat and the radio are collected, instead of the prearranged dollars, and the couple begin all over again.

### Spot Cash.

Of course, eatables are usually paid for, either on the spot or at the end of the month, and my admiration for the American woman and her food budget is unbounded. There is something, however, much more unpleasant than food, that has to be paid for at once—

illness. Among people of moderate means, all the world over, illness is a bogey, but in no other country have I ever heard it talked of with so much real terror. People here dare not think of it.

It seems amazing to the ordinary thrifty Briton, who has been brought up to "old w' savin'," to realise that in almost none of the instances given have the sufferers had anything in the bank for the rainy day, for which we at home try to prepare.

Of course, hospitals and specialists are expended here, and the number of specialists to whom one sufferer may be sent, before his case is satisfactorily diagnosed, and his feet set on the upward path, is startling. And hospitals—which have supplanted the nursing homes of Britain—are paid for a week in advance, and extra food and special nursing are paid for at once.

So what is the poor householder, with no savings, and instalment day coming along for his motor and his radio, and his refrigerator, and all his other necessities, to do—except to be frightened of operations, to try to get on without them.

The old pride of possession is going, and a new, a less worthy pride, is taking its place; the pride of havin' it, any old now.

Tolstoy's "Living Coruse" has recently been performed in Paris with Alexander. Moissi as the principal actor. After the close of the performance M. Painleve, the French minister of War, asked to be introduced to Moissi and Rosa Bertens to whom he expressed his appreciation of the excellent performance (which was in German).





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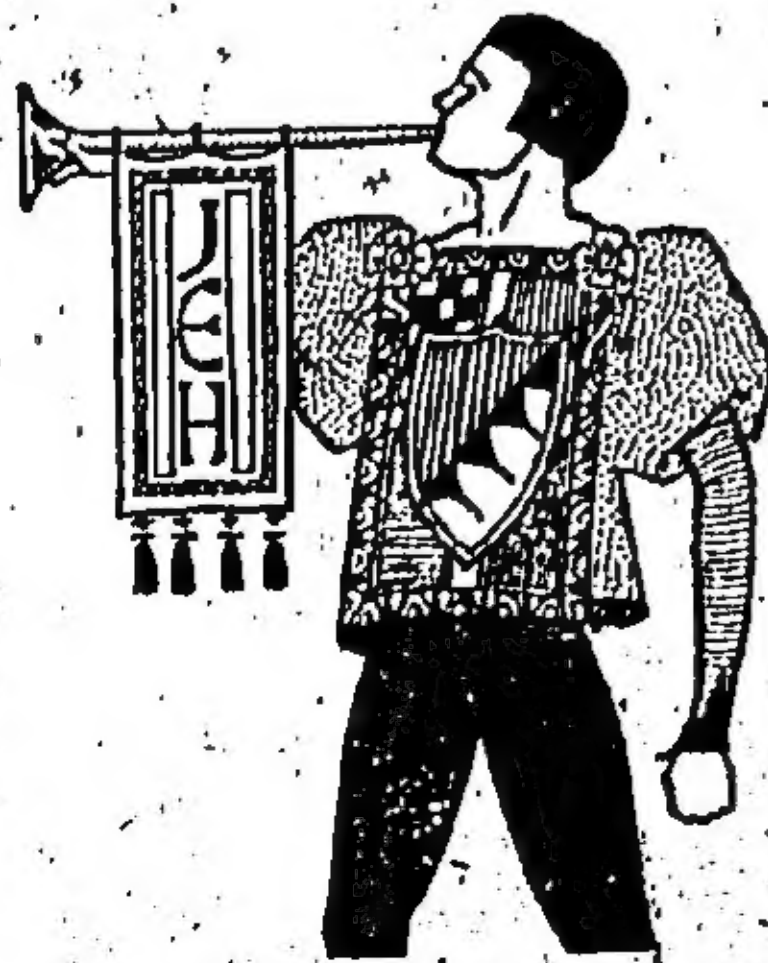
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## BLOOD TESTS.

AS EVIDENCE OF  
PATERNITY.

### THE GERMAN CASES.

The use of blood tests to determine paternity is illustrated by two legal cases reported from Germany last month.

The first was heard in Wurttemberg, where a woman applying for an affiliation order swore that a certain man was the father of her illegitimate child. The defence countered by producing evidence that the characteristics of the infant's blood were incompatible with this relationship. The blood of the man, they said, was of one type; and the woman's was of another; it was impossible that the union of two such persons could have produced offspring whose blood had the characteristics demonstrated. By which reasoning the Court was so far convinced as to sentence the woman to six months' imprisonment for perjury.

The second case was of the same kind, but the judgment delivered on it by the highest Prussian Court was in a contrary sense. Similar medical evidence was brought to refute a charge of paternity, and the general validity of the blood tests was admitted. Apparently, however, a witness stated that in a series of over 2,000 cases investigated in 1926 there had been one exception to the rules, and the Court accordingly decided that the tests do not provide the absolute proof required by the law.

### Incompatibilities.

Before commenting on these judgments, it is convenient to consider the origin and nature of the new tests, whose use for legal purposes is no more than adventurous.

They have arisen as a by-product of the operation known as blood transfusion—that is to say, the transference of blood from the veins of one individual to those of another. After sudden haemorrhage, and in many forms of disease, such reinforcement is of great value, and has been from time to time attempted by surgeons for hundreds of years. But the technical difficulties have always been considerable, and even when they had been overcome it was still found that the operation sometimes caused dangerous symptoms—such as shock and unconsciousness—and even sudden death. Thus it came to be realised that the blood of some human beings is incompatible with that of others, producing a violent and dangerous reaction if injected into the body.

Although blood appears homogeneous it really consists of discrete corpuscles floating in an almost colourless fluid known as serum. It is easy to separate these two constituents, and it was found that if a drop of serum from one person was added to a drop of blood from another, the conjunction sometimes caused the corpuscles to run together in clumps. To this "agglutination" the poisonous effects of transfusion were evidently due, and it became the practice, before starting the operation, to make sure that the bloods of the two individuals concerned did not show this antagonism to each other under the microscope.

### Classification of Blood.

Even simpler means of preventing accidents are now, however, available; for it has been discovered that the blood of all human beings falls into one of four groups.

The tests which define these groups depend on a theory that human blood corpuscles may contain one or both of two substances, called A and B. Similarly, human serum may contain one or both of two substances, a and b. It is impossible for A and a to coexist in one individual, for the result of their meeting is agglutination of the blood corpuscles—a phenomenon which also occurs when b meets B. Thus there are four possible types of blood, known as Groups I, II, III, and IV, containing (A plus B), (A plus b), (a plus B), and (a plus b) respectively.

A person's group can be ascertained by putting two drops of his blood at opposite ends of a glass slide and adding a (serum from Group III.) to one, and b (serum Group II.) to the other. Within a few minutes one, both, or neither of the drops will show clumping of the corpuscles, and will thus reveal the group to which their owner belongs.

It may be remarked in passing that the evil effects of transfusion only occur when the corpuscles of the donor are susceptible of agglutination by the serum of the recipient—i.e., the patient whose blood is being supplemented. This means that the blood of people in Group IV. (who comprise some 40 per cent. of the population) can safely be transferred to anyone, of whatever group. A roll of these "universal donors" is kept at hospitals so that they can be called on to give their

## LEVERS AND SAMOA.

REPORTED PURCHASE OF  
TRADING FIRM.

Wellington (N.Z.), Dec. 31.

It is reported that Lever Brothers have purchased O.F. Nelson, Limited, the Samoa Island traders, for \$150,000. Although the announcement of the transaction follows closely on the Government's order for the deportation of Mr. O. F. Nelson (for criticism of the Administration), it is stated that the negotiations have been in hand for a couple of years.

blood in an emergency without further investigation.

Value of the Tests as Evidence.

One medico-legal application of these tests is to the examination of blood-stains, for it can sometimes be shown that the blood from a given stain could not have been shed by the person to whom it is attributed. Their use to refute allegations of paternity is not so simple, since it depends on our knowledge of the way in which the characteristics of the blood are inherited. The available evidence indicates that A and B are "dominant" characters, whilst a and b are "recessive." On this assumption A and B can never be found in the blood of a child unless they are present in that of the father or the mother. For instance, a child who belongs to Group II, cannot have sprung from two Group IV. parents.

In Austria the tests have been accepted in the law-courts for more than a year, and a number of men who had been paying for the support of their alleged children have had their cases reopened and by this kind of evidence have made good their denial of paternity.

Without knowing more about the "exceptional" case which influenced the Prussian judges in their decision, it is impossible to assess its significance. The tests are believed to rest on a sound foundation and to be reliable within the limits indicated; but, as the *Lancet* points out, the British courts do not always accept the most definite scientific evidence without reservation. Even proof of identity by finger-prints, though used by the police for purposes of detection, is seldom invoked in order to secure the conviction of a criminal.

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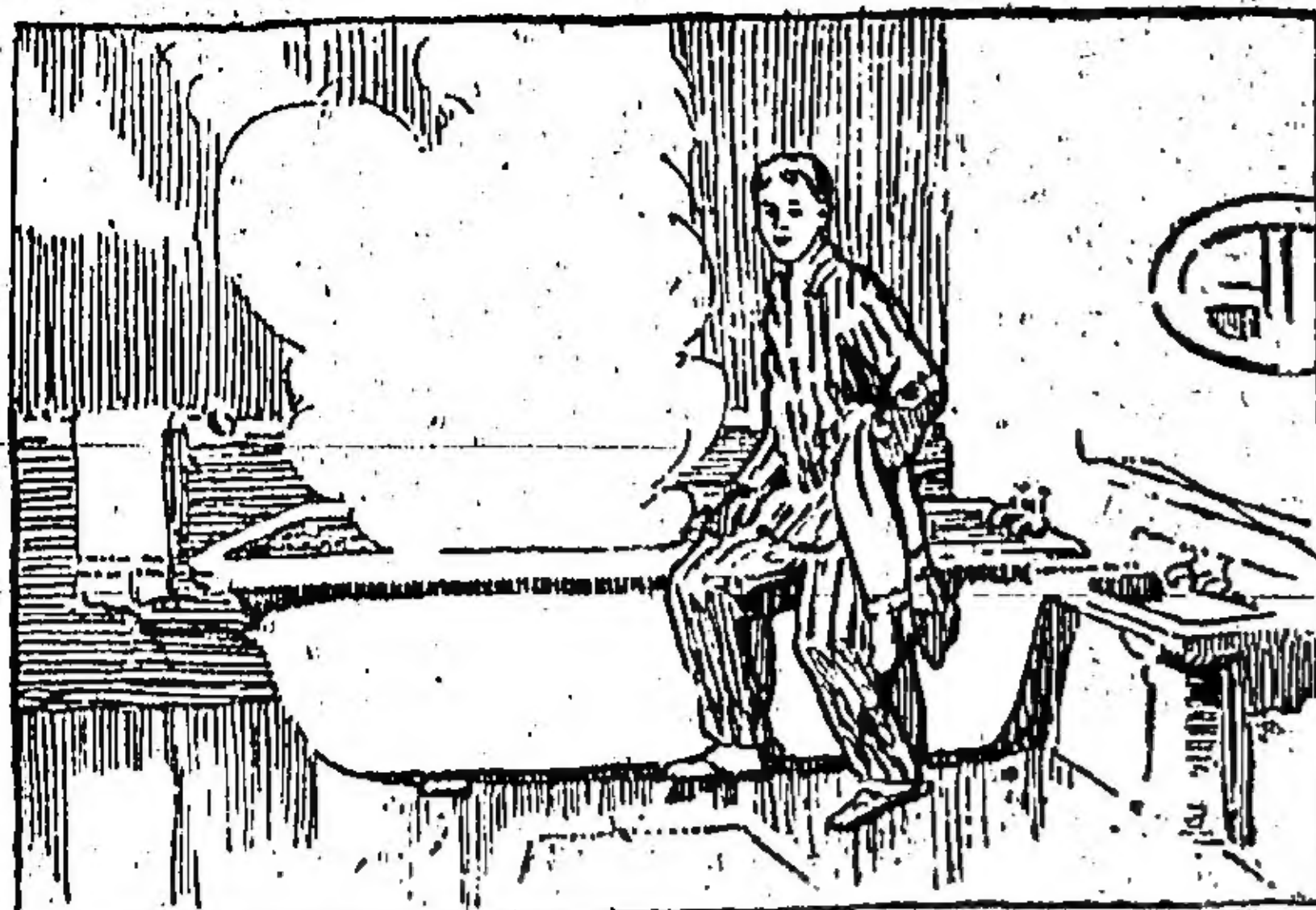
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plenty of strong bone,  
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It contains nothing what-  
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pain. That is why if Baby is fed  
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Glaxo—the food doctors recom-  
mend and give to their own  
babies—the food that has  
successfully reared the children  
of 5 Royal Nurseries. It will  
make yours a bonnie Baby too.

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**"Builds Bonnie Babies"**

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### GOING DOWN FROM OXFORD.

**"SPITEFUL LITTLE EXAMS."**  
By Franklyn Blacknell.

It is over. The rush and hurry  
and flurry of going down from  
Oxford is done.  
And yet nobody quite knows how  
he or she got away.

To begin with, there are college  
"collections," spiteful little exams,  
held the last day to see if any work  
has been done during the term.  
Of course, a lot has been done,  
though Oxford's only faithful  
fashion is to affect perpetual idleness.

But there always are holes in  
one's knowledge, so black coffee  
does its best to help cram a term's  
revision into the small hours of the  
morning. Under graduates work  
on cocoa, an incredible drink to sip  
over a Greek lexicon or Stubbs's  
Charters.

And once "collections" are over  
there remains the impossible prob-  
lem of packing. Yet even this is  
nothing to the social complications.  
So-and-so has not been seen all the  
term, such-and-such a girl invited  
one to a dance and one never said  
thank you. Have 'em all to a meal!

The subtle blending of well-  
chosen psychologies in a small  
dinner vanishes. Instead, every-  
one is feverishly invited together  
to the few remaining meals,  
whether they be "aesthete" or  
"hearty," Balliol or B.N.C.

#### Last-Hour Entertaining.

During the last few days parties  
grow at enormous speeds. "You  
have six lunching with you? Well,  
so have I. Let's all go together to  
the George." Such is the simple  
problem of men.

Undergraduates need chaperons,  
a nicely-laid-out tea, other men to  
talk to. And who in his heart of  
hearts is certain his friends won't  
be bored by the ladies of his choice,  
or, worse still, be too intrigued?  
It is a trying world when women  
complicate Oxford!

And when work and last-hour  
entertaining and packing are over  
there is the question of money—or  
no money—to be pondered. One  
man, finding himself without the  
necessary cash with which to go  
down, took a taxi to London, con-  
fident his family would pay on his  
arrival. Others grimly wrestle  
with intractable pass-books and  
unfilled-in counterfoils. All feel  
bankrupt, which accounts for the  
college Halls the last night. For  
one does not pay for one's food in  
college until next term, and by next  
term so many things may have  
happened.

So one dines and orders a pint  
of beer in a silver mug, given "In  
usuum sociorum," by some dead  
cleric in 1748, and one stares at  
the dons and the "high table" and  
thinks of next term as if the vac.

were but a moment. If in 48  
hours one would again be reading  
about dates on the silver, arguing  
about games, trying to be high-  
brow, or being "scooped in three  
pints" for some minor sin, like  
swearing when the savoury is too  
hot.

#### Odd Jobs and Beer.

Such reflections are tinged with  
melancholy. But the desire to  
brood over the future must be  
restrained, for there is still so  
much to be done. Black coffee in  
the Common Room and notes that  
must be written, trying to make  
the best of engagements forgotten,  
and tailors who have been taken by  
the messenger, one deviates from  
the narrow path of odd jobs "just  
for moment." "I've such a lot of  
beer, and it will be flat by next  
term." One "just" looks into  
Jones's rooms and there finds  
Brown, who is the president next  
term of the college debating  
society; and there is argument  
about mixed debates with Somer-  
ville or St. Hugh's.

And so the night fades into  
morning, with one's clothes half  
packed, one's accounts half correct,  
one's train half settled.

One goes to say good-bye to one's  
tutor and the head of the college.  
The latter forgets who one is, the  
former has not had time to correct  
the "collections" of the day before,  
but assumes they must be bad,  
and says so.

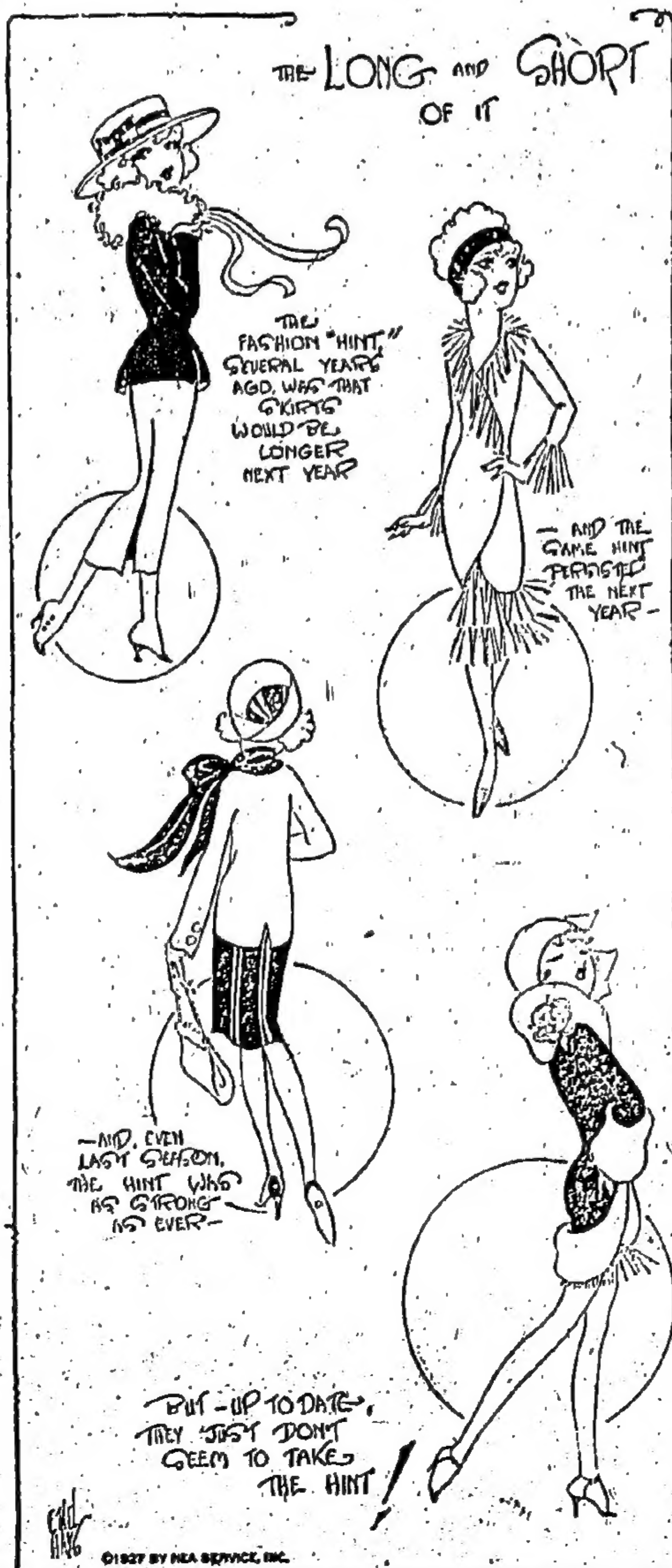
Suddenly one feels one must  
catch some train. The lodge-rings  
up a taxi, the scout says he will  
post two pairs of trousers and a  
waistcoat, one lips anyone one sees,  
flights through a crowd of men who  
know the train is not going yet,  
and of undergraduates who are  
sure it is, and then, with three com-  
panions, feet on the cushions, one  
carries up to London or down to  
Penzance, smoking and talking a  
whole chunk of Oxford atmosphere.

"I was in the buffet at the Cen-  
tral Station, Folkestone," writes a  
reader of that town, to the  
Morning Post "talking about old  
days to a friend. I chanced to  
mention the honesty of Smith's  
bookstall boys, and related what  
happened to me in 1893 or 1894.

"I was in the habit of going to  
London frequently for the day,  
and would very often buy at the  
Charing Cross bookstall a book,  
the pages of which the boy cut for  
me. One day the boy came to  
me with a sovereign and told me  
I had left it on the bookstall the  
last time I was there.

"My friend was not quite certain  
if he could believe me, and his  
doubt must have shown in his  
face, for a man sitting opposite to  
us at our table broke in with:

"I can vouch for that because I  
was the bookstall boy." This he  
proved by telling me what I had  
given him as a reward. He added  
that he was now in the advertise-  
ment department of his firm."



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Was Made for You!**

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**The Most Beautiful Love  
Story of All Time!**

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**RAMON NOVARRO**

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ler and H. H. Caldwell. Costumes by  
Theatricals, Hermann J. Kaufmann,  
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Adaptation by JUNE MATHIS

Scenario by CARRY WILSON

Presented by METRO-GOLDWYN-MAYER

In arrangement with

Abraham L. Erlanger, Chas. B. Di-

lingham and Florent Ziegfeld, Jr.

Directed by

**FRED NIBLO**

All the world loves a lover—and all the world  
is enamored of this mightiest of all thrilling  
romances.

COME! with Ben Hur through the death-dar-  
ing CHARIOT RACE—FIGHT! with him in  
the thrilling SEA BATTLE—EXULT! with  
him in a thousand and one glamorous, gor-  
geous, breath-taking scenes—COMB and SEE  
the most stupendous picture ever screened—  
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in the cast—At a cost of over \$4,000,000—  
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**GEN. LEW WALLACE**

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**QUEEN'S THEATRE**

FOR EIGHT DAYS  
Starting  
MONDAY, January 30th.

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At 6.00 and 9.15 ... .. \$2.00, \$1.50, 80 Cents and 60 Cents.

Service men in uniform 80 Cents to back stalls and 40 Cents to front  
stalls at all performances.

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40 - 70	HP	4	"
40 - 70	HP	6	"
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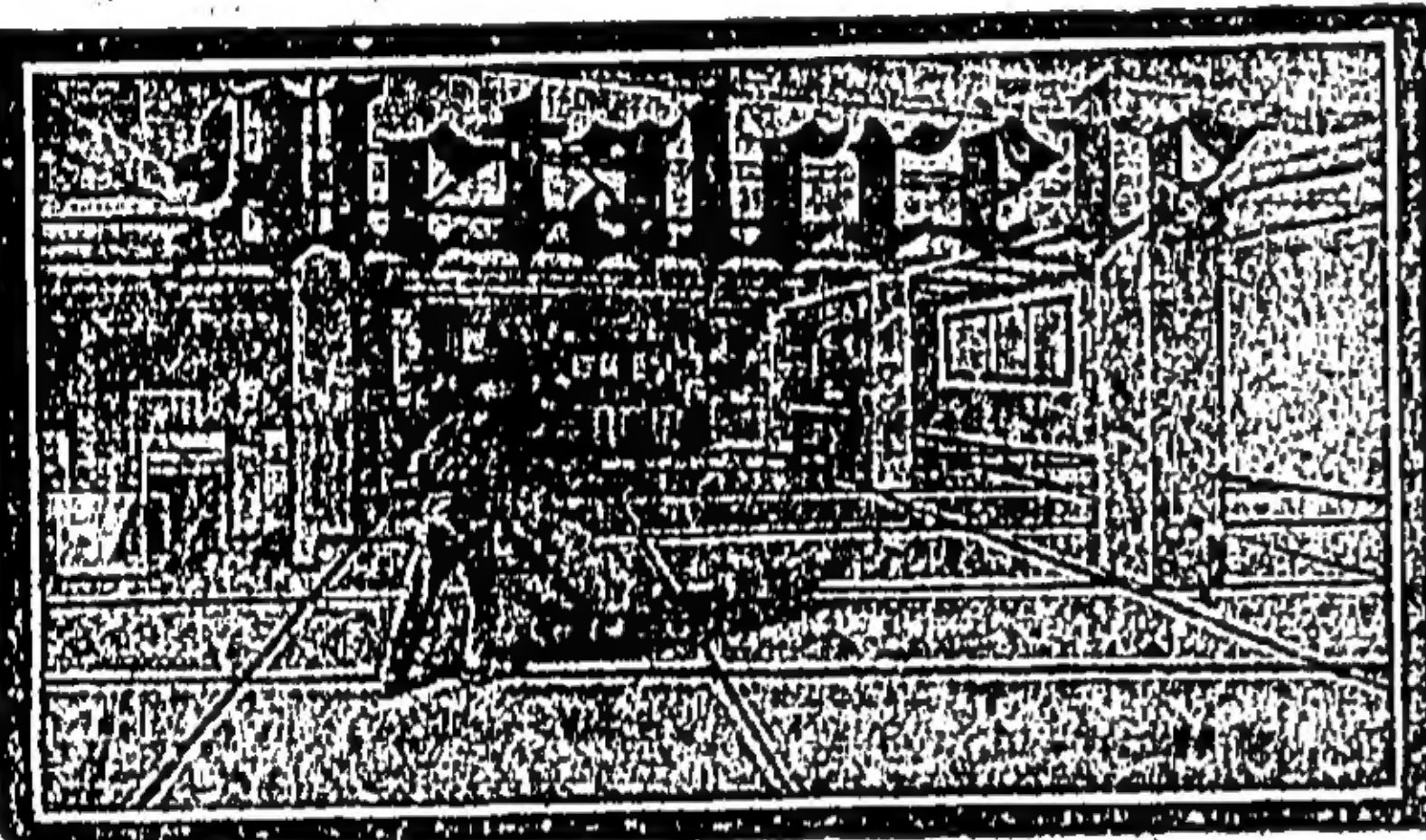
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To Satisfaction.**

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**THE UNEXCELLED COOKING FAT**

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**MEE CHEUNG**

Studio, Ice House St.

Branch 7, Beaconsfield Arcade.

### U.S. BANK RATES.

**FEDERAL RESERVE BANK'S  
HIGHER CHARGE.**

Washington, Jan. 27.  
The Federal Reserve Bank of Richmond has increased its rediscount rate to 4 per cent.—*Reuter's American Service.*

[A Chicago message of January 25 stated: The Federal Reserve Bank has raised its rediscount rate from 3 1/2 to 4 per cent.]

No Change in New York.

New York, Jan. 27.  
Speculation for an advance has been vigorously resumed in the stock market, partly due to a report that Treasury officials do not anticipate an immediate increase in the bank rate in New York.—*Reuter's American Service.*

### LARGE ESTATES.

**VALUABLE PROPERTY LEFT  
BY EX-EMPRESS.**

London, Jan. 27.  
Sir Alfred Dent, K.C.M.G., who died recently, left estate valued at £61,962.

Charlotte, ex-Empress of Mexico left property in Britain valued at £116,214, while the value of her property abroad is believed to exceed £1,250,000.—*Reuter.*

[Sir Alfred Dent was at one time engaged in business in China, Ceylon, etc., and obtained the charter for the North British Borneo Company in 1881. He was also a member of the Indian Currency Commission of 1898.]

### FLOUR CHEAPER.

**LOWEST PRICE FOR OVER  
TWO YEARS.**

The London Flour Millers' Association announce that the official price of standard grade flour in the Home Counties is now 42s. 6d. per sack of 280lb., 6d. to 1s. less delivered within the London District. This is a reduction of 6d. on the figure announced on December 19.

The new figure is the lowest for over two years, and is the second reduction of 6d. since November 28, when the price was reduced to 43s. 6d. from 44s. At the beginning of 1927 the price was 45s. 6d. It rose to 49s. on May 30.

The lower price of flour does not necessarily mean a reduction in the cost of bread. At present the general price of the quarter loaf is 5d. In a scale of charges prepared by the Food Council it is laid down that when the price of flour is above 40s. but not more than 44s. per 280lb., the price of the 4lb. loaf should not exceed 9d.

### OBITUARY.

**CONSERVATIVE MEMBER  
FOR ILFORD.**

London, Jan. 27.  
Sir Frederick Wise, Conservative Member of Parliament for Ilford, and well-known authority on Finance, died last night at the age of fifty-six. His death necessitates a by-election. His majority at the last contest was 14,000 over the Labour candidate.—*British Wireless.*

Managua, Jan. 27.  
American marines have destroyed Sandino's last known stronghold in El Chapote mountain. His forces have been broken up into small bands. Sandino's fate is unknown, but it is believed that he is wounded.—*Reuter's American Service.*

### OUR DAILY TALK ON HEALTH.

**PUZZLE OVER FUNCTION OF  
SPLEEN.**

#### EXTRA BLOOD RESERVOIR.

In the abdomen lies a large pulpy organ known as the spleen, which, according to popular tradition, has some association with emotions of anger. The phrase to "vent one's spleen" had relationship to a release of wrath.

Strangely enough the exact functions of this organ in the human body have not yet been satisfactorily determined although much time and money have been spent in research.

Not long ago certain investigators asserted that the spleen could be observed in contraction under certain conditions. The theoretical explanation was offered that this contraction was due to a discharge of blood from the organ.

**Blood Cells Theory.**  
For some time it has been thought that the organ was especially concerned with the chemistry of the blood and with the manufacture of new blood cells. Quite recently British investigators have developed some ingenious experiments which throw new light on the functions of the organ.

In animals it is possible to insert a celluloid window into the body and to watch the functions of the organ directly. It is also possible to study its relations under the X-ray, particularly when air or gas is injected into the abdomen. Again it is possible to transplant the organ outside the abdominal cavity and thus to observe its action under various conditions.

The organ is insensitive. It seems to be involved in the control of the blood volume. If an animal exercises severely the spleen shrinks due to the discharge of blood from it into the circulation. In exercise also it contracts and seems to act as a sort of fine adjustment toward controlling the amount of blood in circulation.

**Reservoir of Blood.**  
It is possible for the human body to supply blood to one organ at the expense of another. The British observers found that in the most active exercise of which an animal is capable, the kidney may be deprived of blood to the extent of being actually injured.

Obviously it is desirable to have a reservoir like the spleen to take care of adjustments and prevent damage to an organ of the importance of the kidney.

In times of great struggle the physiologists point out, it is desirable that the animal should survive as the result of muscular strength, even though some damage to the kidney may result. The muscles must have the last ounce of blood they can get, in order to save the animal's life.

In less severe occasions the spleen can provide the extra blood needed and save the draw that otherwise might be made on the vital organs. It is interesting to know that psychological or emotional processes that are likely to culminate in violence also cause the spleen to become pale and to contract somewhat, anticipating the actual exercise.

The contraction of the spleen seems to be subject to control through the nervous system, which serves also to link up its action with the brain centres during strong emotions.

### THE U.S. AIR ARM.

**EXTENDED PROGRAMME  
NOW SOUGHT.**

New York, Jan. 27.  
Rear-Admiral Moffet, the chief of the Bureau of Aeronautics, has asked the House of Representatives Naval Committee to provide 750 aeroplanes, to equip five aeroplane carriers and 25 cruisers included in the new naval construction programme, in addition to 1,000 aeroplanes already provided for in this programme.—*Reuter's American Service.*

### PEKING CONFERENCE.

**DIFFICULTY ARISES OVER  
PRESIDENCY.**

Peking, Jan. 27.

It is generally believed that the conference of military leaders is finding difficulties in connexion with the presidential question and has decided to shelve it until Feng Yu-shiang has been eliminated.

Efforts to persuade Chang Chung-chang to accept the inspector-generalship, leaving Sun Chuang-fang in control of Shantung have also evidently failed, hence the only apparent result of the conference was the decision to attack Feng Yu-shiang.—*Reuter.*

**Nanking Conference Hopes  
Abandoned.**

Shanghai, Jan. 27.  
It is understood that Chiang Kai-shek has abandoned all hope of holding the Fourth Plenary Kuomintang Conference at Nanking.—*Reuter.*

### "GRAIN TERROR."

**OFFICIAL SHOT FOR GIVING  
ILLEGAL LICENCES.**

Moscow, Jan. 27.

An official, Leonid Novikoff, the Department chief of the Trans-Caucasian Trade Commissariat, was shot without trial, by the O.G.P.U. for "helping a group of profiteers at Tiflis to obtain illegal licences for the export of grain, and systematically accepting bribes."

It is noteworthy in this connexion that the Soviet began in January what is known as the "grain terror," in order to increase the supply of grain, which it is alleged the peasants are hoarding, since there have been numerous arrests of private traders accused of paying a higher price than the Trade Commissariat.—*Reuter.*

London, Jan. 27.

The first of series of exhibitions of contemporary British art in foreign capitals is to be opened by June in Buenos Aires. The exhibition will be held under the patronage of the British Government and will be opened by Sir Malcolm Arnold Robertson, the British Ambassador.—*British Wireless.*

### LETTER GOLF.

**R A I N**

**S N O W**

**1—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEW, HEN.**

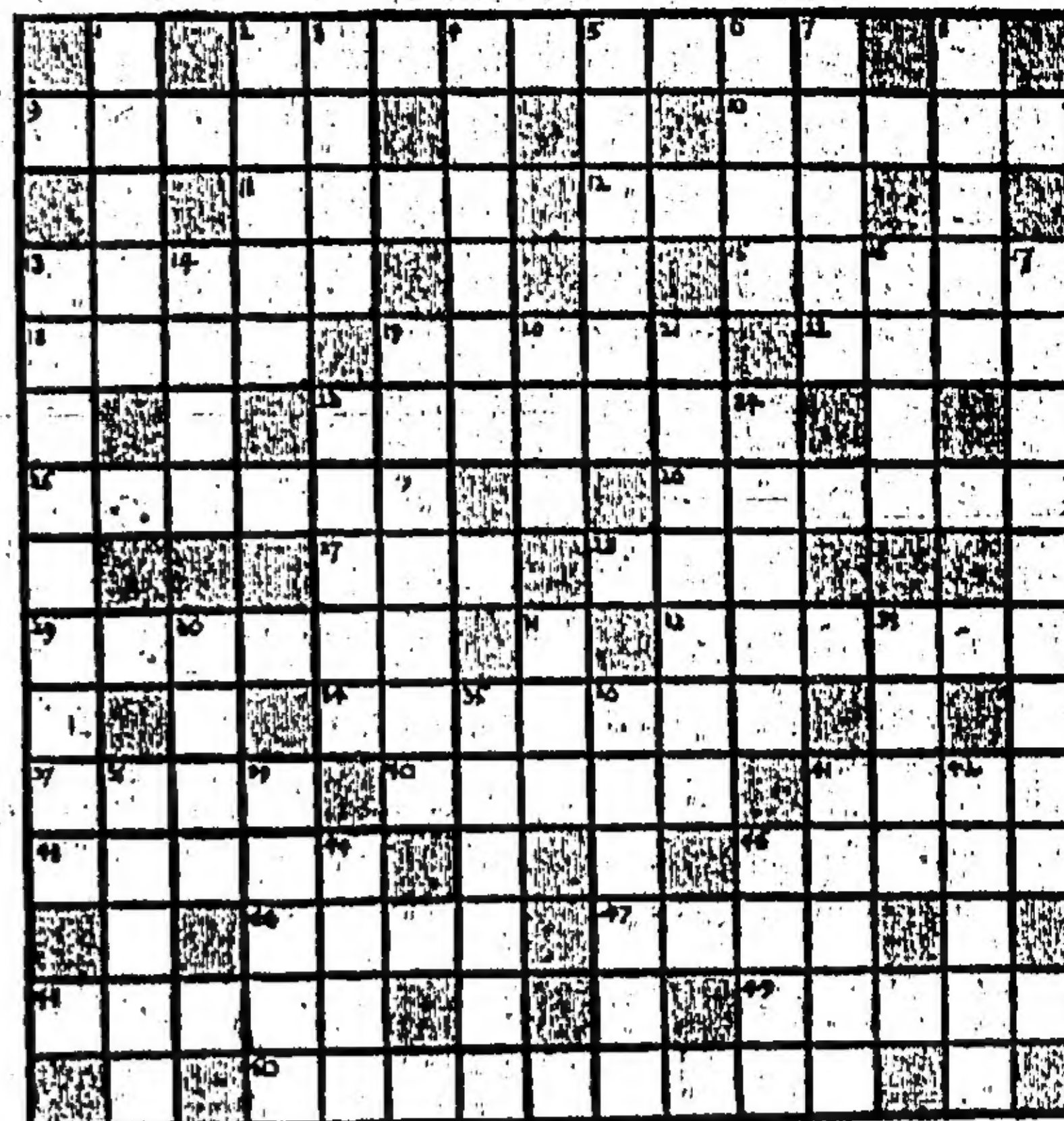
**2—You can change only one letter at a time.**

**3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.**

**4—The order of letters cannot be changed.**

One solution is printed on another page of this issue.

### OUR CROSSWORD PUZZLE.



Across.

- 2 Meditate.
- 9 Feeling of ill-will.
- 10 Harmonious wind instrument.
- 11 Be delirious.
- 12 Sharp rock.
- 13 Scope.
- 15 Pertaining to the Dorians.
- 18 Not rising high.
- 19 Occasions.
- 22 Prepare for seed.
- 23 Hates.
- 25 Not often.
- 26 One of two things.
- 27 Rises.
- 28 Turkish headwear.
- 29 Charge with an offence.
- 32 Small pointed flag.
- 34 Got free.
- 37 Scrap of news.
- 40 Small drum.
- 41 Denomination.
- 43 Sink down in terror.
- 45 Stories.
- 46 Float of logs.
- 47 Small British duck.
- 48 Caper.
- 49 Number.
- 50 Female maker of garments.

Down.

- 1 Foam.
- 2 Deprive of a covering.
- 3 Turf used as fuel.
- 4 Belief.
- 5 Neglect (Law).
- 6 Reptile resembling a frog.
- 7 Diseased rye.
- 8 Find fault without good reason.
- 13 Furnished with raised characters.

14 Free from water.

- 16 Wealthy.
- 17 Wind instruments (Musical).
- 19 Hurricane.
- 20 Coop for fowls.
- 21 More precipitous.
- 23 Immense.
- 24 Having a particular magnitude.
- 30 Company belonging to a vessel.
- 31 Gentle blow.
- 33 Christmas carol.
- 36 Challenge to single combat.
- 38 Carrier.
- 39 Collections of houses.
- 40 Worth.
- 41 Auctions.
- 42 Yielded.
- 43 Term of extreme contempt.
- 45 Cup.

Yesterday's Solution.

**HOLD ARMED TREE**  
**ASPIC CLARET**  
**PLANT MAHEE ABES**  
**STEAMER NEATEST**  
**OF REACT OT**  
**SNEER DIE ONSET**  
**WETTER R STEERS**  
**LEWIS BIT A A**  
**SEDATE A TERROR**  
**SERIAL RASPS**  
**ARMANDUE LIE**  
**ACRETS MAILING**  
**GRAV HARAS IDEA**  
**ARMET TEWEL I**  
**RELS REDES SENT**

### E. HING & CO.

**SHIPBUILDING MATERIALS, SHIP CHANDLERS  
HARDWARE MERCHANTS.**

PHONE—CENTRAL No. 1116.

Wing Woo street  
TEL 25 Central

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**Cheapest and Best**

From all leading Compradores.  
**PRICE \$1.00 PER LB.**

Be Guided by the Quality—Not the Price.

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Stationary and Lighting.

"WYANDOTT" Boiler, Cleaner and Cleanser.

King's Building, Top Floor.

Telephone Central 4422, Telegraphic Address "FARSEEING"

### FRECKLES AND HIS FRIENDS

Leave It to Oscar!

By Blosser

### VAPO-HALINE

GIVES INSTANT RELIEF TO  
COLD IN THE HEAD, IN-  
FLUENZA ETC.

A FEW DROPS ON HANKER-  
CHIEF OR IN HOT WATER TO  
BE INHALED FREQUENTLY.

Prepared by—

**THE COLONIAL DISPENSARY**

14, Queen's Road, C.

Tel. C. 1877.

LISTEN—BOBBY TOOK  
US TO A SHOW WHERE A  
MAN TOOK TWO DIFFERENT  
COLORS OF WATER OUT  
OF THE SAME BOTTLE—  
DIDN'T HE,  
FRECKLES?

YES—I COULD  
HARDLY BE-  
LIEVE IT BUT  
WE SAW IT  
WITH OUR OWN  
EYES—  
REALLY?

FOR ONCE I GOT  
SOMETHING TO TELL OSSIE  
THAT HE CAN'T GO  
ME ONE BETTER  
ON!!

LISTEN—WHAT WOULD  
YOU THINK IF YOU SAW A  
MAN TAKE TWO DIFFERENT  
COLORS OF WATER OUT OF  
THE SAME BOTTLE? OUT  
OF THE SAME  
BOTTLE!!

THAT'S  
AUTUMN—

MR. LUNSBERGER, OUR  
GROCERY MAN, SELLS THREE  
THREE KINDS OF TEA OUT  
OF ONE BOX!!



## COLD, DAMP, AND CHANGEABLE WEATHER

bring to mind steps that may be taken to protect the  
fragile and susceptible.

### "WATSON'S" MALT EXTRACT

with  
COD LIVER OIL

gives valuable support to the patient's natural power  
of resistance.

Prepared from British winter malted barley and cod  
liver oil specially selected for its vitamin content. Its  
palatability makes it acceptable to the most fastidious.

**A. S. WATSON & CO., LTD.**

THE HONG KONG DISPENSARY

Phone No. C. 16.

Kowloon Dispensary K. 17.

RECEIVED

The January

## Victor Record Novelties

including two new

Albums of Musical Masterpieces.

Come in and Hear Them.

**S. Moutrie & Co., Ltd.**

(Victor Distributors)

Chater Road.

**6 A.M.**

from February 1st 1928.

our

**Grocery Dept.**

will be open

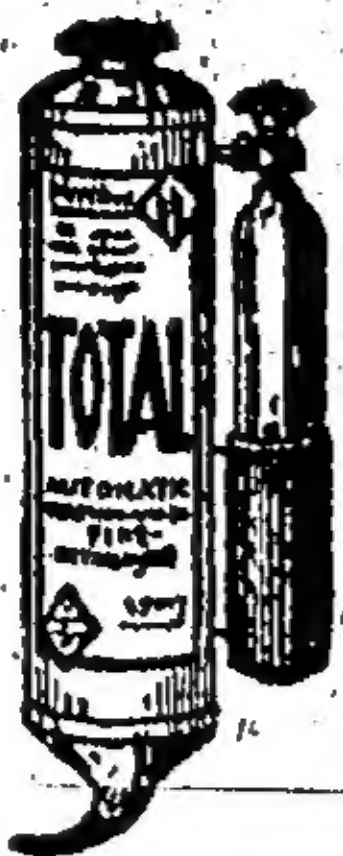
from **6 A.M.**

every week-day { Side Entrance  
before 8.30 a.m. }

When writing out the Market Book  
after Dinner remember that the  
Groceries can be ordered at the same  
time.

AT YOUR SERVICE—AT ALL TIMES.

**LANE, CRAWFORD, LTD.**



**TOTAL**

**DRY FIRE  
EXTINGUISHER  
NO PERIODIC REFILLING**

NON-CONDUCTOR  
OF ELECTRICITY

TYPES FOR MOTOR CARS,  
INDUSTRIAL AND ALL  
ESTABLISHMENTS.

RELIABLE and EFFICIENT

**KELLER, KERN & Co., Ltd.**

16/19 CONNAUGHT ROAD, C.

The  
**Hongkong Telegraph.**

SATURDAY, JANUARY 28, 1928

SHANGHAI'S TRIBUTE.

The farewell dinner given to Major-General Sir John Duncan by representatives of no fewer than twenty nationalities, in Shanghai on Thursday, provided the occasion for tributes not only to the guest of honour, but also to the British and other defence forces as well. It was a remarkable gathering in many respects, but its chief feature was the strong note of gratitude that was sounded for the protection which had been afforded the whole community during many troublous and dangerous months last year. We here in Hongkong can, perhaps, hardly appreciate to the full exactly what Shanghai people feel in this regard. We have had our own troubles, admittedly, but never can it be said that the foreign community has been in real danger. In Shanghai, on the other hand, there have been times when, but for the presence of the Defence Force, matters would have gone hard with the big foreign populations. We have only to recall the terrible scenes that were enacted in the native city—the massacres, the looting and the incendiarism—to realise what might have occurred in the International Settlement had Chinese troops or mobs been let loose therein. That is a point which so many misguided and ignorant Labourites at Home manage to overlook when they deliver themselves of their views on the presence of British troops in China. However, Shanghai people know full well the horrors they were spared, and that accounts for the glowing tributes that were paid on Thursday to Sir John Duncan and the troops under his command. As the American chairman of the Municipality aptly put it, the British Forces have won the praise, the gratitude and the admiration of all nationalities.

The task with which Sir John Duncan has been faced during the holding of the Command of the Defence Force has not been an easy one. His relations with the Chinese authorities and the Forces of other nations called for the display of much tact and courtesy, qualities which have been pre-eminently manifested. It is small wonder, therefore, that Sir John should have become so immensely popular in Shanghai, which now says good-bye to him with feelings of very real regret. Sir John himself revealed the secret of his success, at Thursday's dinner, when he said he had tried to introduce "the Locarno spirit" into the problems that had faced him vis-à-vis the Chinese, to whom he paid a warm compliment when he said they had responded with courtesy, friendliness and consideration. He was also able to point to the closest co-operation with the Forces of other nations, saying that there had not only been no friction, but no differences. That is a truly remarkable record. Sir John is not the type of man to wish to take all credit for himself and his men, and thus he expressed, in all candour, the value of the services of other nations' Forces during the danger period. As he said, the situation in Shanghai has now much improved, due largely to the moving of the seat of warfare further away from the Settlement. All the same, it is still necessary that every precaution should be taken to safeguard and protect foreign life and property. The British Government appreciates that fact, and no doubt when Sir John reaches England he will be able to quote, from his personal knowledge, facts and circumstances which will strengthen the authorities in their determination to do the right thing.

### "Red" Terrorism.

The story which we published from our Suiatow correspondent yesterday shows once again the terrible plight in which Chinese villagers in the Hai-Luk-Fung district find themselves by reason of the Communist reign of terror. To such a state have matters developed that thousands of innocent, peace-loving folk are being forced to leave their homes as best they can, though many appear to be bottled up with little hope of being able to flee from the terrorists. In one town, the Communists' blood lust has so aroused the inhabitants that they have turned on the executioners and torn them to pieces. On top of all this, comes a rumour that the "Reds" have issued a proclamation giving all Christians a brief time-limit in which to renounce their faith, "on pain of death." Here in Hongkong we can have little conception of what this campaign of terror means for the Chinese people. Certainly no more grim reminder could be given of what Chinese Sovietism means when put into practice. The trouble is that the Communists appear to be well organised and to have their headquarters in country which is difficult of access. All the same, it is the duty of the Chinese authorities, if they have any regard for the lives of their own people, to clean up the whole district without delay. It is useless to send small detachments of troops for this purpose; what is needed is a big punitive operation. Well may the harassed Christians exclaim: "How long, O Lord?"

### CHINA PROVIDENT REPORT.

#### GOOD PROFIT SHOWN FOR LAST YEAR.

The annual report of the China Provident Loan and Mortgage Co., Ltd., for the year ended 31st December, 1927, states:

After omitting the sum of \$102,448.71, representing interest on Loans, the recovery of which is considered doubtful, the year's working shows a profit of \$21,247.34, which sum it is proposed to carry forward to the credit of 1928 Account.

The sum of \$141,761.24 has been transferred from General Reserve to the specific Reserves for Bad and Doubtful Loans, to cover the depreciation in values of securities as at 31st December, 1927.

The capital of the Company is shown at the reduced figure, in accordance with the special resolution passed at the extraordinary general meeting of shareholders held on 3rd August, 1927, confirmed on 24th August, 1927, and approved by the Court on 24th October, 1927.

Directors.—Messrs. P. M. Hodgson, N. V. Croucher and S. M. Churn have been invited to join the Board of Directors, and their appointments require your confirmation. In accordance with the Articles of Association Messrs. C. A. da Roza and A. L. Alves retire, but being eligible, offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. Linstead & Davis and Messrs. Percy Smith, Seth & Fleming, who offer themselves for re-election.

### DAY BY DAY.

THEY THAT CAN GIVE UP ESSENTIAL LIBERTY TO OBTAIN A LITTLE TEMPORARY SAFETY DESERVE NEITHER LIBERTY NOR SAFETY.—Benjamin Franklin.

Yesterday's health return shows one British case of typhoid and one Chinese case of cerebro-spinal fever.

Booking for the Banvard Musical Comedy Company's Season, starting at the Theatre Royal on February 6th, opens at Moutrie's on Monday.

There has been added to the dental Register the name of Dr. Wong Minsam-bit of 115, Des Voeux Road Central, Doctor of Dental Surgery of the University of Minnesota.

A bankruptcy notification states that a first and final dividend of \$2.80 per cent. has been declared in the case of Kaley and Co., piece goods dealers, formerly of 56, Queen's Road Central.

It is reported to the police that while Miss Mary Wong, a school-girl, living at Kowloon City, was walking along Queen's Road Central, near Lee Yuen Street, yesterday afternoon, a thief snatched \$9 from the upper pocket of her jacket and escaped.

Buster Kenton's delightful comedy, "College," which has been drawing crowded houses at the Queen's Theatre since Thursday, will be screened for the last time this evening. Other pictures showing for the last time to-day are Charlie Chaplin's famous production, "The Gold Rush," at the World Theatre, and Leatrice Joy's melodrama of the city and a tropical isle, "The Wedding Song," at the Star Theatre.

The attention of cinema-goers is drawn to the fact that, owing to the exceptional length of the film, there will be only three performances of "Ben-Hur" daily, and these will begin promptly at 2.30, 6.00 and 9.15. The picture begins a run of eight days at the Queen's Theatre on Monday next, January 30. A special booking counter has been opened in the lobby of the Queen's Theatre, where seats for the dress circle and back stalls may now be reserved for the entire season.

The familiar Hongkong Directory and Blotter issued by the South China Morning Post, Ltd., has again made its appearance. It has been revised and brought thoroughly up to date, and will be found invaluable in the home or the office. There is a directory of business firms and employees, a list of Government Departments and staffs, a directory of foreign residents, with a separate section for the Peak, and a useful diary with ample space for entering engagements. At \$3, it is sure to command a ready sale.

### EXCHANGE RATES.

	London, Jan. 27.
Paris	124
Geneva	25.31
Berlin	20.45
Oso	18.31 1/2
Helsingfors	19.3 1/2
Athens	3.87 1/2
Buenos Aires	47.29/32
Hongkong	2/0 1/4
New York	4.87 9/32
Amsterdam	12.08 1/4
Stockholm	18.17
Vienna	34.57 1/4
Madrid	28.75 1/4
Bucharest	7.80
Bombay	1/6 1/2
Yokohama	1/11 1/2
Brussels	34.09
Milan	92.05
Copenhagen	18.20
Prague	16.4 1/4
Lisbon	2.23/64
Rio	6.29/32
Shanghai	2/7
Silver (spot)	26 1/2
Silver (forward)	26 1/2

—British Wireless.

### OPPORTUNITY FOR MEN.

#### BARGAINS AT MACKINTOSH'S SALE.

As on many previous occasions, an opportunity is again being presented to the menfolk of the Colony to replenish their wardrobes at a minimum of cost, for, as will be seen by an advertisement on Page 2 of this issue, Messrs. Mackintosh and Company, the well-known men's wear specialists, are announcing their annual winter sale.

The extent of the "representative reductions" advertised shows that there is no doubt about this being a real "Sale," and there is sure to be a ready demand for the goods offered. Mackintosh's sales have always been noteworthy for the splendid bargains obtainable, and we are assured that the present one will be no exception to the rule. An early call at this popular store is advised, as first-comers will naturally procure the best bargains.

## AT THE BURNS MEMORIAL

Interpreted by "Hodden Grey."

Clear over the misty morning,  
dank with that moisture which  
only a Scotsman can really fully  
appreciate, in mellow tones from  
voices full of tenderness as they  
seemed to linger upon each note,  
came these lines:

Ye banks and braes o' bonnie  
Doon,  
Oft ha I roved by bonnie Doon,  
To see the rose and woodbine  
twine;  
And like a bird sang o' its love,  
And fondly aye did I o' mine.

We had been dreaming that  
morning beside the wee hearth of  
that little cot

Where lived the gentle peasant  
prince.

We had joined, in fancy, that  
bonnie lad stretched full length  
before the hearth, and by the light  
of the peat fire conned that old  
volume of Shakespeare over  
which he had so often pored, all  
unconsciously catching the  
manner of it. It had set his poetic  
heart a-jingling, till the hearts of  
a whole world began to lisp in  
song his message of freedom—  
that freedom belonging to each,  
whether his home be a hovel or a  
palace.

We had joined with Bobbie  
Burns on that simple cotter's  
Saturday night around that hearth  
and listened to the reading of the  
schoolmaster from the "Sweet  
Swan of Avon." Uncouth,  
dreamy, impractical though he  
was, yet in that youthful breast,  
beneath that "hodden-grey," beat  
the heart which later voiced for  
thousands the world over those  
songs from the depths of human  
experience, whose hand swept the  
harp of a thousand strings and set  
the hearts of simple folk like him-  
self a-singing.

And how those hearts of just  
such as he had known and sung  
for were singing as we stood upon  
that "Brig o' Doon!" We could see  
no one as we wandered toward the  
singers, in the effort to catch more  
surely, mayhap, the meaning of  
the words sung by those whose  
lusty yet tender voices were wait-  
ed to us.

There in that old tower around  
the memorial of Robert Burns they  
stood, packed in dun groups, their  
beams, sunburned faces relaxed,  
their eyes reflecting "the light  
that never was on land or sea,"  
their heads thrown back, pouring  
out their song. Tears glistened  
in many of their eyes, though  
some sparkled with not-too-fre-  
quent mirth, but they seemed un-  
conscious of our presence—of  
everything save the tunes which  
were so near to their hearts.

Then in the same tender yet  
canty tone came

Flow gently, sweet Afton, among  
thy green braes,

and following that in more feel-  
ingful tones came that wondrous  
song, "Highland Mary." They  
cared not that we saw the tears,  
these men of hard toil. Our faces  
lightened and sobered with theirs.  
As we had never understood  
before, we now knew why they so  
loved their Bobbie, nor were we  
surprised that they tossed their  
caps high in the air and gave  
three cheers for him, as they con-  
cluded their song.

We had been coming over these  
songs from our little volume  
covered with the Burns' plaid; but  
now we read their meaning in

their eyes and voices, "so tender  
and full of meaning." Every canty  
youth, every careful man—all  
their problems and their pleasures  
had been his, and he had made  
them feel this:

Through their interpretations,  
we saw his world in a new light;  
we felt their simple rural joys,  
and beneath that "hodden-grey,"  
we knew, beat hearts with which  
ours were now more in tune, and  
we understood more surely the  
meaning of the poet's lines:

That man to man, the world o'er,  
Shall brothers be for a' that.

As we turned away, their voices  
following us a-down the quiet  
road toward the kirk, the lines of  
"John Anderson, my Joe, John,"  
came to us borne over the fields  
he loved so well. We could hear  
him apostrophize the mountain  
daisy as he turned it up with his  
plow, perhaps in those very fields,  
too:

Wee, modest, crimson-tipped flow'r,  
Thou lifts thy unassuming head,  
In humble guise.

Or perchance the

Wee, sleekit, cow'rin, tim'rous  
beastie,

at the door of whose nest his  
ploughshare had rudely demanded  
entrance, and from that poet-  
philosopher we hear the dolorous  
lament

I'm truly sorry man's dominion  
Has broken nature's social union.

We left his

Bonnie Doon, where early roaming,  
First I weaved the rustic song;

as he tells us, and at eve we came  
to the Alloway kirk, the poet's lines  
popping into our thoughts,

At even when beans their fragrance  
shed

I th' rustling gale.

The last rays of the sun were  
suffusing the grey mists, clinging  
to the walls and far-off hills and  
creeping over the fields to-  
ward us. Was it real, or was it  
born of those strange fantasies  
which spring into thought from  
sympathetic association, started  
perchance the morning at Ellis-  
land, when we sat, our little book  
in hand on the very banks where  
it was written, and read "Tam O'  
Shanter"; was it, we asked, fancy  
that in the auld kirk windows  
there shone a strange, fantastic  
light?

Still under the influence of the  
whimsical poem and the music of  
those voices, we wandered into the  
silence of the sunset, letting those  
long shadows creep about us,  
standing there between the world  
of today and that of Bobby, look-  
ing with tender wistfulness back  
at the light, shimmering now here,  
now there, in the kirk windows,  
while the dark shadows crept up  
from the partially mist-veiled  
fields and the kirk, slumbering in  
its long swaying grasses.

As we lingered there in the en-  
rushing darkness, we said these  
lines written by James Whitcomb  
Riley as he stood beneath the low  
rattled ceiling in that little white  
pastored cottage so loved by all  
the world:

In fancy as we'd dewy e'en,  
We part the clouds above the  
scene,  
O' thy haired toll an' peep atween,  
We see a' spot in a' the High-  
lands half aye green,  
An' unforgotten.

E.H.H.

### "BEN-HUR."

#### SPECIAL TIMES FOR FAMOUS FILM.

"Ben-Hur" cost over \$600,000  
and was filmed in Italy and Cal-  
ifornia. Never previously have  
such resources been lavished on  
a picture. The construction of  
the Roman fleet and Golthar's  
pirate galleys required a year and  
a half in a great shipyard at  
Leghorn. The launching of these  
ships was a wonderful ceremony,  
with high Italian officials and  
diplomatic representatives par-  
ticipating. The fighting se-  
quences show a titanic struggle  
with thousands and thousands of  
sailors boarding, ramming and  
firing their fleet of one hundred  
giant-size vessels. The Charlott  
Race is the outstanding sensation  
of the cinema world. Ramon  
Novarro as the galley slave and  
charioteer, May McAvoy as the  
sweet Esther, and Francis X.  
Bushman as the cruel centurion,  
exert a potent magnetism on every  
spectator.

This magnificent attraction will  
be seen at the Queen's Theatre  
on Monday next. Owing to the  
length of the film only three per-  
formances can be given daily, and  
these start promptly at 2.30, 6.00  
and 9.15 p.m.

### PEAK HOTEL CARNIVAL.

#### ENJOYABLE FUNCTION HELD LAST NIGHT.

A merry and stangely-garbed  
crowd, estimated to number over  
two hundred, gathered at the Peak  
Hotel last night on the occasion  
of a Fancy Dress Carnival. The  
costumes were extraordinarily  
good, and the spirit of Carnival  
reigned supreme throughout the  
evening. Special decorations and  
lighting effects were artistically  
arranged, while palms and green-  
ery added a delightful touch.  
An electrically-operated fountain  
threw sprays of coloured water  
amid one such group of palms and  
ferns, creating a fairylike atmo-  
sphere.

Art Smith and his orchestra rose  
to the occasion, the music being  
all that could be desired, the in-  
sistent demands for encores being  
generously met. There was, how-  
ever, one keen disappointment,  
and that was when the National  
Anthem signalled an end to the  
revelry promptly at midnight.  
The opinion was generally expressed  
that on such occasions an extra  
hour or so might well be allowed.

It is understood that the Po  
King Theatre, in Yaumati, will  
shortly be demolished and a new  
structure erected.

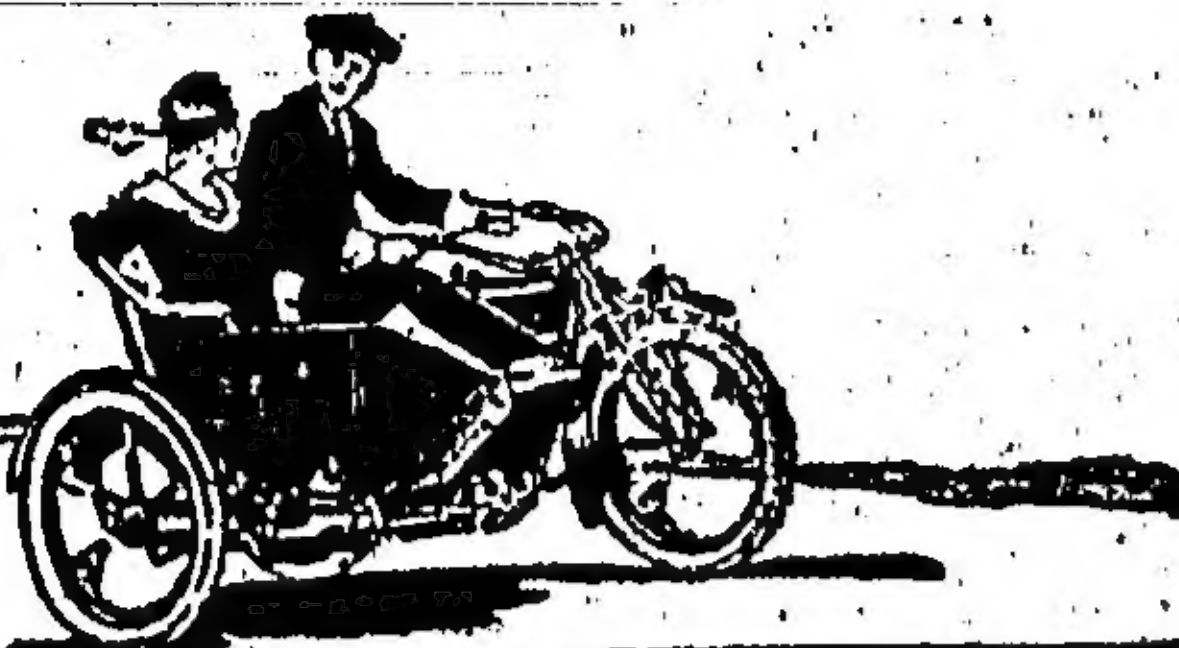
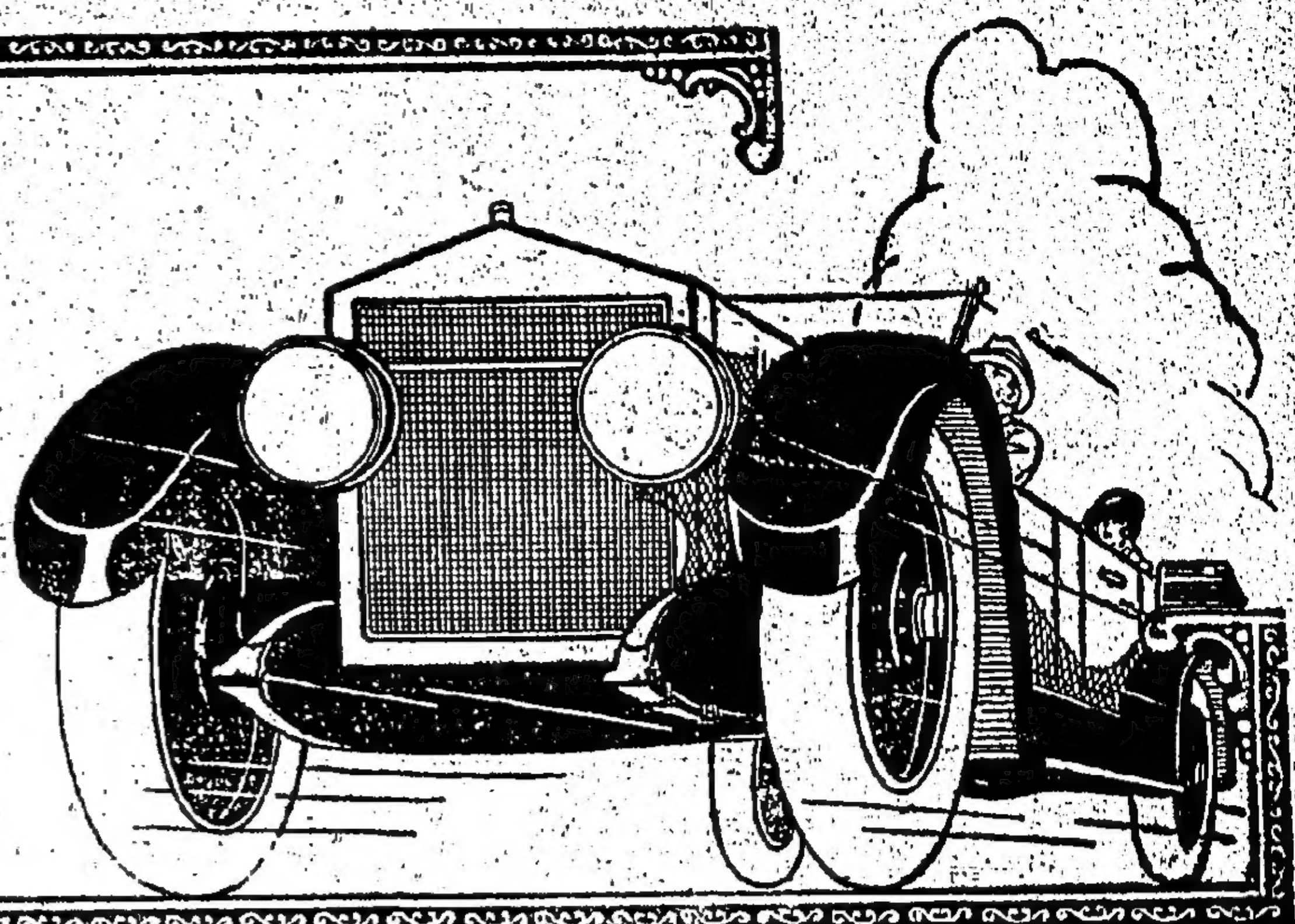


# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH.

SATURDAY, 28th JANUARY, 1928.

Being The Official Organ of  
THE HONGKONG AUTOMOBILE ASSOCIATION.



## CURRENT COMMENT

### New Year Traffic.

It is very gratifying to report that although the majority of public hire cars were fully employed throughout the Chinese New Year holiday no serious accident was reported. It was in fact one of the quietest New Year festivals (so far as accidents go) experienced for a long time. With the firing of crackers in the streets, the holiday must have been a trying time for drivers, which fact makes the absence of mishap all the more noteworthy. We noticed, however, that a number of public cars had flags flying in front of their vehicles, and in some cases these must have obstructed the driver's view. One private car was seen in Des Voeux Road Central flying three flags, and it was obvious that the driver must have had difficulty in seeing ahead. We learn that the police stopped several cars and made drivers re-fix their flags so as to avoid obstruction. There were some cases of speeding, and one or two captures. But the fact that only three minor accidents were reported on the island throughout the holiday shows that there is very little incompetency among the drivers of Hongkong.

### Reliability Trial.

We understand that a motor cycle reliability trial will be held in the near future, and the event will be open to anyone residing in the Colony. It is not intended in any way to enter for speed, this not being the object of the trial. Hongkong has been selected instead of over on the Peninsula. Full particulars, including the route to be taken, will be given as soon as the necessary arrangements have been completed. Such an event should attract a large number of competitors.

### Cracker Firing.

It was with the utmost surprise that we read of a local senior magistrate expressing opinions from the Bench tending to understate the danger to the public caused by cracker-firing. We feel sure that such a view will be strongly resented by the majority of motorists, and it is all the more surprising when it is remembered that the magistrate concerned is himself a motorist. Of recent years, crackers appear to have been used with an unnecessary high charge, and one has only to observe the force with which these explode, shattering the packing in all directions, to realise that a bundle of such crackers dropping into a passing motor vehicle, would prove most emphatically dangerous. His Worship intimated that he had driven through Wanchai several times during the holidays without experiencing trouble, but to that we would add that we have knowledge of at least one incident when an accident was narrowly averted due to cracker firing. The long strings of crackers create such a din, that it is impossible for the horns of motor cars to be heard when passing, and in this aspect alone, it is absurd to say that no danger exists. There is also the question of public annoyance, and we hold the opinion that no one section of the community should be allowed to create a public nuisance, and when it is also a most dangerous nuisance, we deplore a magisterial dictum which appears to minimise it. Surely cracker firing might be better controlled during the specified hours, when those Europeans who appreciate it would not be denied their strange pleasure.

### New Members.

Since publishing the last list, the following motorists have joined the Hongkong Automobile Association:—  
A. Anderson.  
W. H. Bell.  
Paul E. Bassett.  
W. D. Bell.

G. Bolsius.  
F. Clark.  
P. J. Ling.  
C. Mycock.  
A. Nicol.  
J. A. Tarrant.  
R. Guy Wilkerson.

### Kowloon Buses.

One cannot fail to be struck by the continued improvement of the Kowloon motor bus services, the number of new and up-to-date vehicles growing almost week by week. There are Leyland, Thornycroft, Morris and Dennis buses, and ten further Leylands are now having bodies fitted and going into service. There is one thing that might be improved upon, on the older type of vehicles, and that is the illumination of the destination boards. Some of the lights employed are not powerful enough, and it is exceedingly difficult to read either the destination boards or the route numbers. This is a minor defect on only a few of the vehicles, and could soon be remedied by the use of stronger batteries. In most other respects, the motor bus service of Kowloon is one which is well serving the needs of the travelling public.

### Our Rickshas.

An accident which was witnessed the other afternoon served to draw attention sharply to the problem which is presented by the continued plying for hire of so many rickshas. A motor car was travelling along Queen's Road Central in a westerly direction, when a ricksha, which was travelling in the same direction, just in front, suddenly turned right across the road with the intention of turning into Jackson Road. There was no warning given and the motor driver had no possible chance of avoiding a collision—fortunately, not a heavy one. The lady fare in the ricksha was thrown out and slightly hurt. Many of the accidents to motorists are caused by the lack of traffic sense among ricksha pullers, and with the growth in the number of public motor cars, there would appear to be far too many of these man-drawn conveyances on our roads. Although the number has been greatly reduced in recent years they are fast becoming less and less needed, especially in view of the fact that the pullers have no traffic training beyond the rudimentary ideas they manage to pick up when actually on the streets. In many ways the ricksha is a menace to the faster moving traffic and it is to be hoped that the authorities concerned will keep strict watch on numbers with the idea of a reduction.

### Kowloon Point Signalling.

It is interesting to note that a signalling lamp has been installed at Kowloon Point but whether its use has made any appreciable difference to the traffic problem outside the ferry wharf is a matter for conjecture. The question of ricksha control at this spot is a matter which has come in for a good deal of comment, much of which has been far from constructive, and the erection of the signalling lamp can no doubt be taken as an attempt to exert such control. It does not appear, up to the present, to have had a very great effect on the ricksha coulees, although, no doubt, the lights are of benefit to drivers of buses. The troubles seem to be not so much a case for more efficient signalling apparatus as for an efficient signalling constable. Even with the lamps, signalling is still something of an uncertainty to the ordinary driver, and as far as can be noted the changing of the colours produces no appreciable control over the ricksha pullers. A Kowloon resident who has studied this problem for some time advances the suggestion that the most practical way of securing better control at the moment is to have two policemen on duty there, one for the buses and the other for rickshas. We pass on this suggestion for consideration in the proper quarter.

### To Private Owners.

Private motor car owners can make no better a resolution than periodically to overhaul their cars themselves or have the work done by a competent mechanic. Reliable and sound as modern cars and cycles are, there are parts which need attention occasionally, and which bear largely on the safety of the driving, both for the driver himself, pedestrians, and traffic on the roads. Chief of these parts are the brakes. Inspection of working joints, greasing or oiling connecting parts, and adjustments, occupy very little time and keep the car safe, thus adding greatly towards reduction of accidents and the easy mind of the driver. The brakes on private cars should receive special attention because there is very little police supervision, such supervision being mainly confined to public cars. Leakages of gasoline or oil should be noted and stopped. There is no greater danger to motor cyclists than oil deposited on road surfaces. The steering, another important factor, should also receive careful attention to see that the parts are working freely and easily with an absence of unnecessary play.

## SHANGHAI TRAFFIC DANGERS.

### Lessened by New Signalling Device.

One of Shanghai's traffic dangers may shortly be lessened, if a new signalling contrivance by which drivers of cars can indicate clearly which way they are about to turn, so that their signal can be seen in light and dark, is successfully launched on the local market by Mr. H. Brembach of the China Strawbraid and Produce Company. The distributor for this invention is Mr. Karl Ennsle, whose offices are at 17, South Soochow Road. Prominent garagemen and car agents in Shanghai have, it is understood, been interested in the "Weikra-winker," as the signalling arm is called. The arm is lighted, and attached to the sides of the car, where it is easily operated from the driving seat by the mere manipulation of a small lever.

So far the signals indicating the intention for taking the turning of the motor car either to the right or to the left are given by the driver with the hand. This is perfectly accomplished by the driver only to the side of his seat—to the other side it is only possible for him by shifting from his seat. Out of closed cars (sedan) he is not able at all to give any signal. On account of these imperfections the motor car direction-indicators "Weikra-Winker" have been adopted generally in Germany for several years. They are operated in a very simple way by a handle in front of the drivers seat for giving the signals to either side.

### German Regulations.

The German Government has issued traffic-regulations for safeguarding and regulating the traffic accordingly.

The regulation issued by the President of Police in Berlin follows:—  
"10.—Every car must be fitted on both sides with direction-indicators, visible to the front and at the rear, giving signals for turning to the left, only on the left hand side and for turning to the right, only on the right hand side. Stationary, optional illuminated arrows or transparent-disks are prohibited."

The "Weikra-Winker" is said to comply exactly with the stipulations of this regulation.

### Arm on Each Side.

It has one indicator on either side, on the right hand side for right turning and on the left hand side for left turning. By the sudden raising of the indicator-arm with its red colour, the attention of the policeman on point-duty, the pedestrians, and of the motor-cars coming from the opposite direction and as well of the cars following, will be called to it. At the end of the indicator-arm a red light lightens up, therefore it is visible also in the dark, whereas the human hand is not visible in the dark.

The "Weikra-Winker" is visible to the front and as well as to the rear, therefore likewise visible for motor-cars following, thus avoiding collision from behind.

## HONGKONG MOTORING IN 1927.

### The Year's Figures Analysed.

Particulars of the number and make of motor cars which were registered in the Colony in the past licensing season, from July 1st to November 30th, are now available and make extremely interesting reading. The table is as follows:—

Private cars	941
Public cars	236
Motor cycles	518
Commercial lorries	326
Buses	96

Total ..... 2,115  
There have been a goodly number of new cars registered in the seven weeks which have transpired since the above table was calculated, so that there are well over 2,200 motor vehicles in current use today.

Of the above 2,115 motor vehicles, the nationality, as between British and non-British, was as follows:—

Private cars:—British	301
non-British	640
Public cars:—British	23
non-British	212

Motor cycles:—British	338
non-British	180
Commercial lorries:—British	137
non-British	189
Buses:—British	29
non-British	66

It will thus be seen that British vehicles of all description totalled 828, and that non-British vehicles totalled 1,377.

### Individual Makes.

The list of individual makes under each heading is too lengthy for full reproduction here, but the leaders in the various lists are:—

Private Cars.	
Studebaker	158
Buick	94
Austin	91
Morris	86
Flat	58
Essex	42
Ford	23
Hudson	22
Armstrong Siddley	19
Dodge	17
Singer	15
Trojan	15
Oldsmobile	14
Packard	14
Overland	13
Chrysler	13
Cleveland	12
Willis Knight	11
Cadillac	11
Standard	11
Chevrolet	10
Hupmobile	10

Public Cars.	
Studebaker	69
Buick	23
Ford	20
Dodge	18

Overland	13
Oldsmobile	10

### Motor Cycles.

Triumph	106
Harley Davidson	105
A.J.S.	60
Indian	41
B.S.A.	39
Matchless	20
Rudge	18
Douglas	17
Raleigh	16
Royal Enfield	14
Francis Barnett	11
Henderson	11

### Lorries, Etc.

Ford	127
Dennis	39
Thornycroft	28
Albion	26

### Buses.

Ford	52
Thornycroft	9
Dennis	8

(Since the above figures were registered, many other British buses have been added.)

### Motor Accidents.

There were 37 fatal accidents in connexion with mechanically propelled vehicles in 1927, 19 against 34 in 1926 and 44 in 1925. In view of the large number of cars, etc., that were running last year, this relatively small number of accidents is a tribute to the efficiency of the work of our traffic police and also to the high standard of the Colony's motor drivers generally. The details are:—

Private cars	6
Public cars	6
Motor buses	4
Motor cycles	3
Motor lorries	12
Tram cars	6
Total	37

It is interesting to note that no fewer than 10 of the above accidents took place in the last quarter of the year.

### Testing Vehicles.

The work done during the year in regard to the testing of vehicles is shown in the following statistics. The figures show the number of tests, vehicles found fit for service and vehicles found defective, retested, and subsequently passed.

Tests Passed Retested		
Public cars	3,108	2,607
Motor buses	1,093	705
Taxi cabs	180	103
Motor lorries	1,583	894
Private cars	51	28
Motor cycles	5	--
Total	5,970	4,282

## COMPLAINTS OF THE SEASON.

Now, when the groaning roadways of each street,  
Receive the crowded footpaths' overflow  
Life seems a maze of hesitating feet  
That falter, lag, and know not where to go.

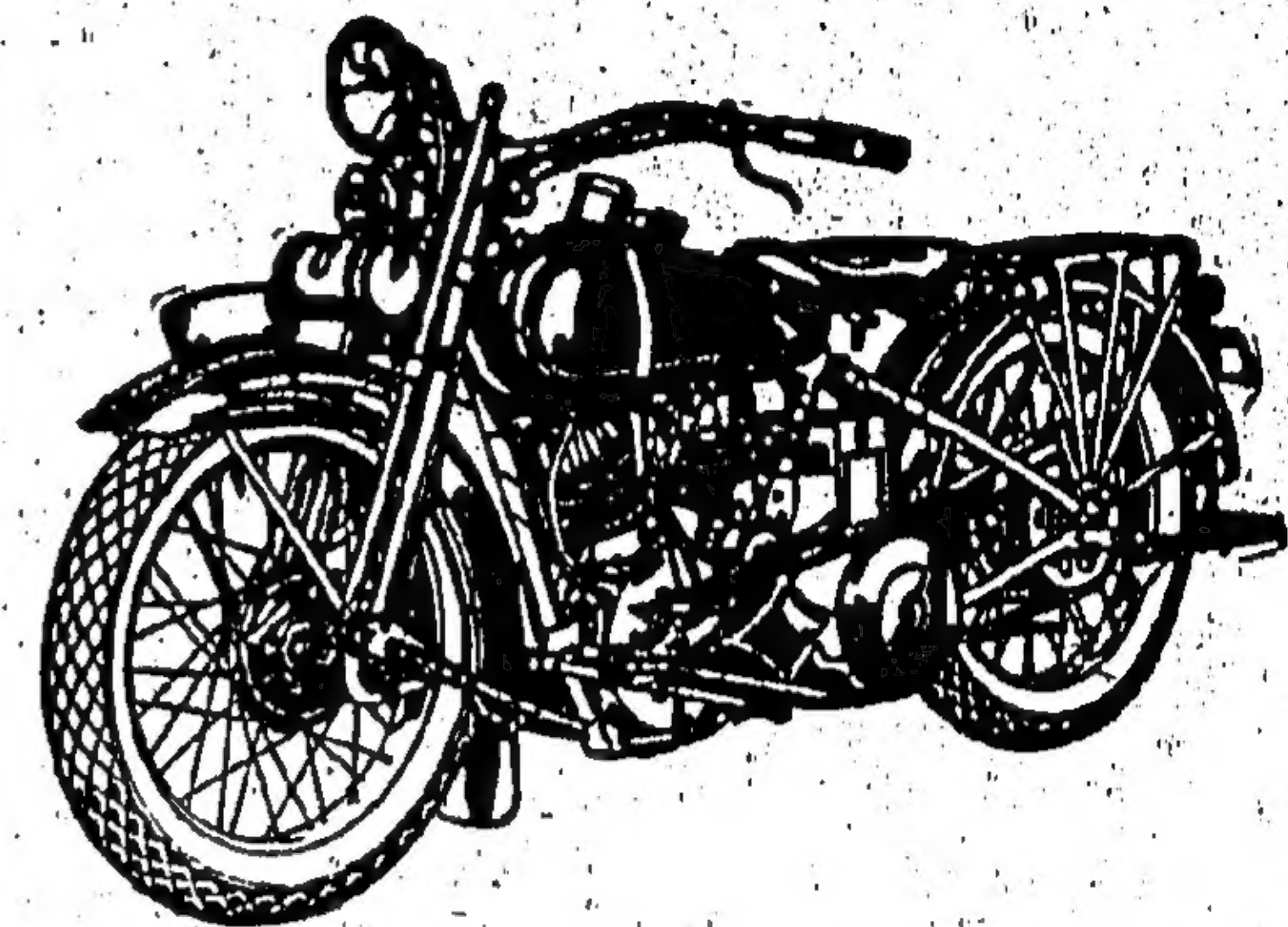
And youth, that's very small and very brave,  
Conceives that any street's the place for pranks,  
Despite the stern behest to "Please behave,"  
Christmas comes once a year.  
Once, Many thanks...

These are complaints that make the hair more sparse.  
That wear brake-linings and the nerves as well.  
"Christmas," you mutter, "Happy? Huh! A farse."  
Still, might I venture, though your anger swell,

To add to clustered wishes that you'll bear,  
Thickly bestowed, from every parting mat,  
Some more: I hope you never need your spare,  
Nor ever find a tyre sprendaugled flat.

I hope each traffic cop will smile on you,  
And open up the route when you come near;  
That potholes on your roads are scarce and few,  
And you can climb all mountains in-top gear.

I wish your starter starts with zip each morn;  
Your mudguards always free of scrapes and dents;  
And that the warning of your booting horn  
Will banish complaints. Accept these compliments.  
—E. T. K.



## HARLEY-DAVIDSON-1928-FEATURES

Fore-wheel Brakes, Throttle-Controlled, Mechanical oiler and carburetor air cleaner, are prominent FEATURES. Third Shipment due about 15th February.

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(Opposite The Steam Laundry)

A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK.

## Change Oil Every 1,000 Miles

### Reason Number 1-Benzine.

Your engine oil after a period of use becomes mixed and diluted with benzine. Proof? Make this experiment. Drive for 500 miles or even less. Then drain off the crankcase oil. Touch a match to the used oil and it will go up in flames—positive proof of its dangerous benzine content.

Your oil becomes mixed with benzine because to-day's benzine does not burn or evaporate completely. At each stroke of the engine pistons, some of the benzine remains in liquid form. Drop by drop, mile by mile, this raw benzine seeps down past the piston rings and into your crankcase oil.

Benzine thins out your oil, permits friction, causes wear and loss of power. A motorcar operated with benzine-diluted oil is being blindly and swiftly driven to the scrap heap.

Make sure that the life and power of your motorcar engine is always protected by fresh, undiluted, full-bodied oil. Drain the crankcase oil every 1,000 miles. Refill regularly with Gargoyle Mobiloil. Changing oil repays you many times over in lessened wear; in quieter, more powerful operation.



Mobiloil

Mobil Oil Co.

## VACUUM OIL CO.



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33, WONG NEI CHUNG ROAD ..... HAPPY VALLEY.



Many service station mechanics have been treating automobiles for a disease that, in a large number of cases, didn't exist. They have been treating it because there is a popular notion as to its prevalence—like appendicitis.

The disease is oil pumping. Of course some motors do pump oil after they have been run ten or more thousands of miles and rather recklessly. But many motors, suspected of pumping oil, are quite innocent of the charge. Their fault lies somewhere else.

When valves do not seat properly and leak, the spark plugs get coated quickly, the engine begins to miss and knock and the driver fears his engine has contracted the oil pumping disease. A good mechanic will only grind down the valves, clean or replace the plugs and return the car untouched as to pistons and rings.

On the other hand, the engine might be running on the wrong grade of oil to keep it going properly, an oil line connexion might be loose, engine head or spark plug gaskets might be defective, or the water pump might be leaking. Any of these might produce symptoms that may lead the driver or a dull mechanic to diagnose the trouble as oil pumping.

When the motor does pump oil, the solution lies not alone in the installation of oversize piston rings. That's a job half done. The new rings must often postpone the ultimate cure for this fault.

That is reboring of the cylinders and installation of oversize pistons, as well as rings.

This operation may be expected after about 25,000 miles of driving. The constant push and pull of the piston rod, hitting the piston against the sides of the cylinder walls, finally wear down these walls from their perfectly cylindrical shape to that of an oval.

The result is that oil is pumped up through the gaps formed at either end of the oval-shaped cylinder and the piston may be heard to slap, slap against the sides.

The grinding operation, as a cure, merely produces oversized cylinders but again of true form. For these, oversize pistons must be installed, with new piston pins and rings.

And the engine is almost as good as new.

Often, in connexion with this operation, the main bearings have to be taken up or the piston rods replaced.

The entire operation is a big task and requires skilled workmanship. For the next thousand miles the engine again has to be worked in slowly, after which the motor may run ever better than when new.

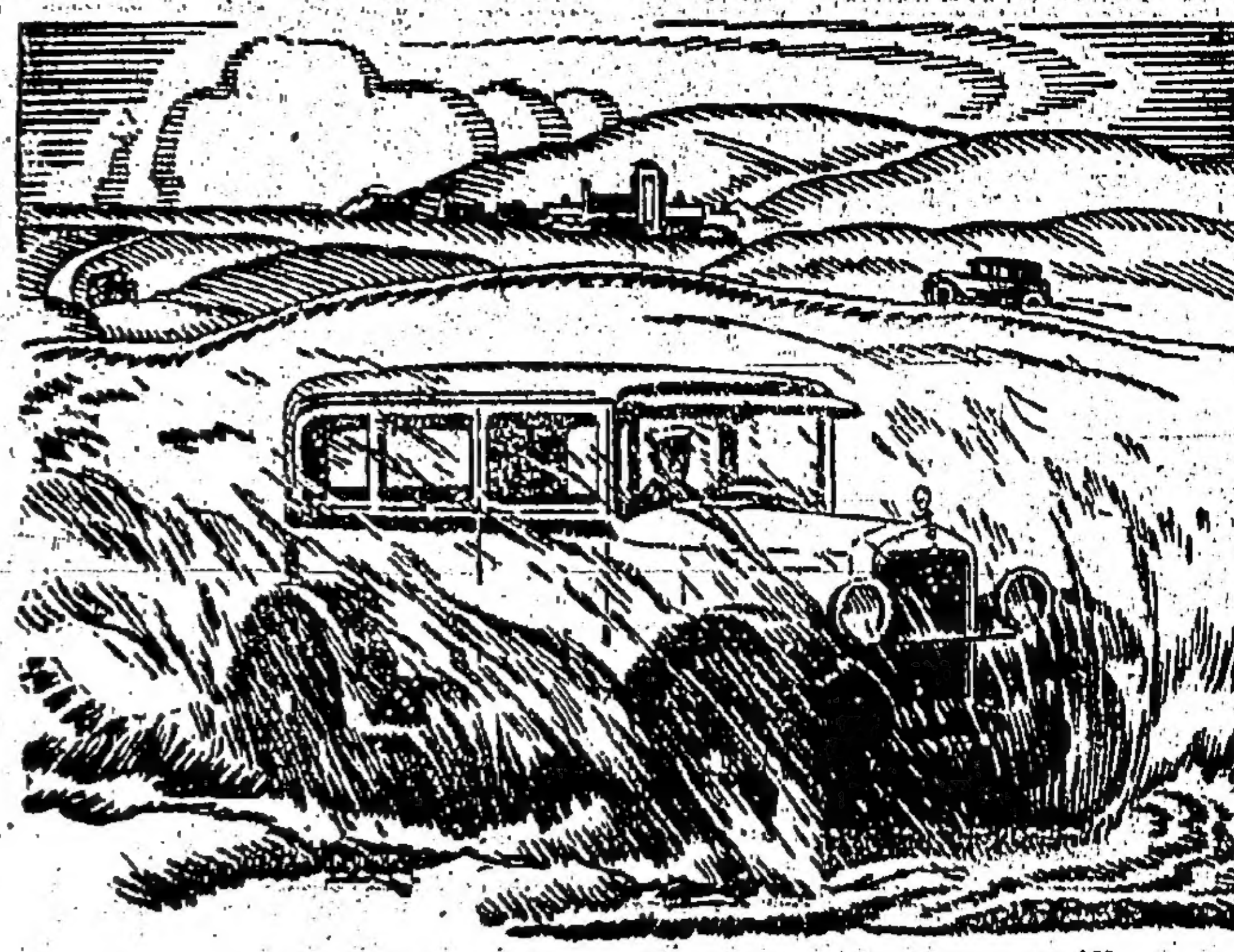
## ROUND THE WORLD TOUR.

### British Motor-cyclist's Record Trip.

After an exciting ride round the world, which took twenty-four weeks, Flight-Sergeant Sparkes, of the R. A. F., arrived in London recently, having beaten the record for the tour on a Rudge motor-cycle and sidecar.

In company with S. T. Gifford, whom he left exploring in Asia, Sparkes had his first adventure in Northern Africa. He was surrounded by a group of threatening Bedouins, he only escaped by driving at the crowd. Later, in a Burmese village, the two adventurers were called out of bed by the natives to defend them against a tiger, which was scared away by racing the engines of their machines.

The fastest stretch of the tour was the 3,600 miles across America from the Pacific to the Atlantic coast. Sparkes covered this in eleven days. In Arizona, he was warned against outlaws, and on seeing two "wild and woolly" men gesticulating and shouting to him, Sparkes raced his machine and scattered them. A little later, he had to stop because of an apparent bombardment. Earth and stones were flung up all round him, and on dismounting he discovered that he had ridden into some quarry blasting operations. The "wild and woolly" men were outposts who had been detailed to warn travellers of the blasting operations.



## ERSKINE SIX... 4 years proved when 2 years old!

PERFECTED during two previous years of ceaseless, rack-ing tests on Studebaker's 800 acre Proving Ground, the Erskine Six flashed to world-wide popularity at the beginning of 1927.

Now, past its second anniversary, the Erskine Six is lower than ever in first

cost—yet of typical Studebaker quality throughout. Low in yearly cost—yet typically Studebaker, in its brilliant six-cylinder performance.

The new low price of Studebaker's Erskine Six includes bumpers, shock absorbers, and many other items of equipment with no extra cost!

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## STUDEBAKER'S ERSKINE SIX

## LOSS OF POWER.

### How to Discover Cause.

[By Israel Klein.]

Somehow the car has lost its pep and power.

She seems to run more easily than ever. She'll start on a mere twist of the crank, if need be. But she won't climb the hills she used to take easily in high, she won't pull ahead of traffic as she used to.

Worst of all, she's eating up more than her usual quota of gas, and the oil has to be renewed too often.

An autopsy on an engine displaying such symptoms will most likely reveal worn down pistons and cylinder walls as the major difficulty.

What happens as a result of this wear is the loss of power through only partial combustion

of the fuel and through partial pressure of the expanding gas against the worn cylinder. The rest of the gas escapes through the widened gap between piston and cylinder wall.

What's worse is that the unburned gasoline flows down through this gap, mixes with the lubricating oil in the crankcase, and helps play further havoc with the cylinder walls and the bearings.

Crankcase oil dilution is a serious problem automotive engineers are trying to combat. They're studying it in the laboratories, trying to learn what causes it, how it affects the engine and what can be done to prevent it.

Gasoline, mixing with the soft oil in the crankcase, cuts it and reduces its oiliness. Instead of the thin protective film that is needed between piston and cylinder wall, to prevent friction between these moving parts and to keep the expanding gases and unburned fuel from escaping through this space, there's an uneven liquid that acts almost as

## LESS WORRY FOR DRIVERS.

This little apparatus will provide less dirty work and more comfort for motorists hereafter. It's a new kind of grease cup which automatically provides fresh oil or grease for bearing and joints for as long as 2500 miles. It's the invention of D. G. Ross, chief engineer, and W. S. James, research engineer, of the Studebaker Corporation, and has already been installed in Studebaker cars. This magazine lubricating device was used on the whirlwind motor that took Lindbergh to Paris and over the United States.

an abrasive and leaves openings for the unwanted mixtures.

The oil thins out in the crankcase, fuel is wasted through the widening piston and cylinder gap, power is lost through escape of the expanding gas.

The cause of this goes back to poor driving and lack of consideration for the engine.

When the car is first started, the space between piston and cylinder wall is dry. It takes quite a few turns of the engine to bring the oil up into the cylinders and leave the required film for good smooth running.

Impatient drivers fail to consider this. They race the engine before the oil has been able to get through, affording two good chances for crankcase oil dilution.

Racing the engine requires an overdose of fuel. An overdose almost invariably leaves a large residue of unburned fuel in the combustion chambers.

Racing the engine immediately on starting makes it harder for the oil in the crankcase to come up and cover the cylinder walls with its protective film, and so leaves an inviting gap for the unburned fuel to seep through.

Racing never did an engine any good.

It's the easiest and quickest way toward diluting the crankcase oil with unburned fuel, toward scoring the cylinder walls and bearing surfaces, toward reducing power and eating up lots of gas and oil.

Start easily, run the engine slowly, don't jam down the accelerator suddenly and you'll eliminate the troubles arising from crankcase oil dilution.



## NEW SAFETY FUEL.

### First Sample to Reach England.

#### A FRENCH INVENTION.

The Morning Post received a gallon of the new French "safety" fuel by special aeroplane from Paris on December 19.

The sample was drawn from the tank of an aeroplane which had run on the petrol for several hours, and the bottle was sealed at Le Bourget aerodrome and stamped by the Bureau Veritas to prove its authenticity.

The new fuel was discovered by M. Ferrier, an official of a French Government Department, who immediately handed over the patents to the French Admiralty. Its great possibilities were realised by Mr. Bardel, the Chief Engineer of the French air line, and a special carburettor was constructed by Zenith to take the petrol on an ordinary air liner.

M. Bajac, the chief pilot of the line, made a series of long flights with the petrol, and it was found to be as efficient as ordinary petrol and practically fire-proof. It was after the last of these flights that the petrol was taken from the tank of the air liner, under official supervision, and sent to the Morning Post.

#### Match Extinguished.

I had an opportunity of testing a small quantity of the new "safety fuel," says the motoring Correspondent of the paper, and I may say that the results I obtained were astonishing. I poured about two tablespoonfuls of the fluid into a large tin, and was quite unable to light it with a match. All that happened was that the match, on being put into the spirit, flared up for a moment and then went out as if it had been extinguished by water. With ordinary petrol in the same tin the spirit burst into flame long before the match had touched the surface.

I then got the tin nearly red hot by burning ordinary motor spirit in it, and on pouring the special "safety fuel" on to it there was just a puff of white vapour, but no fire. Ordinary petrol when poured on to the tin caught fire at once.

I then poured a small quantity of the fuel into the float chambers of the two carburettors of a car that had had all the other petrol drained out. The engine was just warm, and it started at the first pull up of the handle and ran for

several minutes absolutely normally. The mixture setting was in the usual position, and the exhaust apparently clean and dry. I found on changing over to ordinary petrol that no difference in the running could be detected.

It was possible to get blotting paper soaked in the safety fuel to burn, but it did not flare up with explosive violence, and was far more reluctant to catch alight than in the case of ordinary motor spirit.

Though the spirit would not be as valuable to the motorist as to the aviator, at the same time a petrol which is as reluctant to burn as this would be much appreciated, particularly for commercial haulage, when large quantities are stored.

Value to Aviation. The new "safety fuel" is causing something of a sensation among those interested in aviation in this country. Even the Air Ministry's technical experts have been taken completely by surprise.

The fuel, if it justifies the claims that have been made for it, will not only prove of value in commercial aviation—lighter-than-air craft especially—but also in service aviation. Upon inquiries at the Air Ministry as to what action was proposed the following official reply was issued:

"The Air Ministry has no particulars so far of this fuel, but immediate steps are being taken to obtain details with a view to ascertaining the possibilities for its use in the Royal Air Force."

Judging from the tests that have been carried out with this fuel a machine using it might crash, the tanks might burst, and the fuel pour all over the hot engine and exhaust pipes without there being any risk of fire.

Reducing Spark Danger. Fire due to a spark from a loose high tension lead igniting petrol which has collected in some crevice in the engine, or engine cowling would be unlikely to occur with the Ferrier fuel.

It will be recalled that it was the original aim of the designers of the two 6,000,000 cubic feet airships, which are being built for the Government, to use heavy oil engines in order to eliminate the risk of fire. The engines have not been developed in time, however, and petrol engines are being substituted in the R. 100.

The new fuel would seem to provide the airship designers with a way out of their difficulty. They could obtain the advantages of fully developed petrol engines with the advantages of a fuel far less inflammable than petrol.

## BETTER THAN LIGHTS.

### A New York Expert's View.

New York, Dec. 13. "The trained policeman standing at the congested corner with his hand raised is still the best regulator of street traffic."

With these words, William P. Eno, world famous traffic authority and advisor of the original traffic regulations for New York, Paris and London, denies the efficacy of the growing system of traffic control by means of lights.

Eno has just returned from Europe where he studied the forms of traffic control in the large cities. "London, Paris and Brussels, after investigating our traffic lights, have refused to adopt them," says Eno, "except as red lights for control of traffic only at the intersections where they are located."

"The worst impediment to the scientific management of traffic at present," he goes on, "is the attempt to regulate it by a synchronized or progressive system of lights instead of by hand."

"This system appeals to the average person who has not taken into consideration that traffic at intersections varies so greatly in volume and character that what is good for one intersection may not be appropriate for another."

"Millions of dollars have already been expended by police departments in the United States for these lights. However, engineers and students of traffic are beginning to realize the false economy of mechanically controlled traffic."

## "GOOD FELLOWSHIP."

### Road Users' Needs.

#### DUKE OF YORK SPEAKS.

"Start early to cultivate a spirit of good fellowship on the road."

That was the Duke of York's advice to children at the presentation of prizes for "Safety First" essays organised by the London Safety First Council.

"We want more goodwill among the different types of road users," he added, "and more attention to setting a good example and appreciating the courtesies received than abusing the failings of the few."



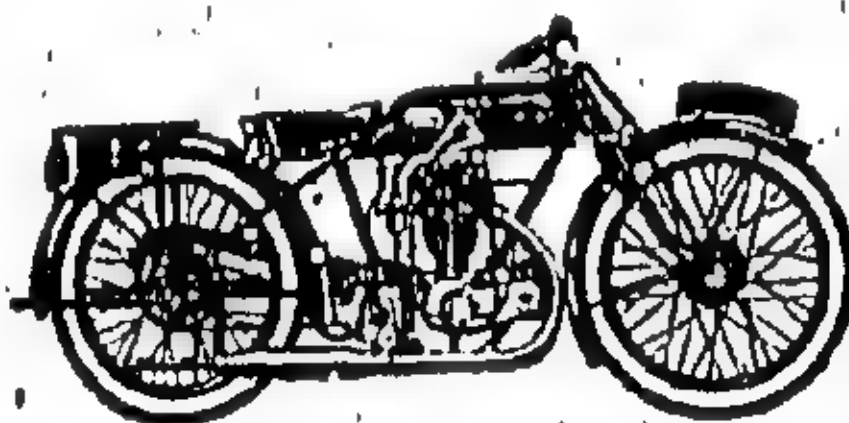
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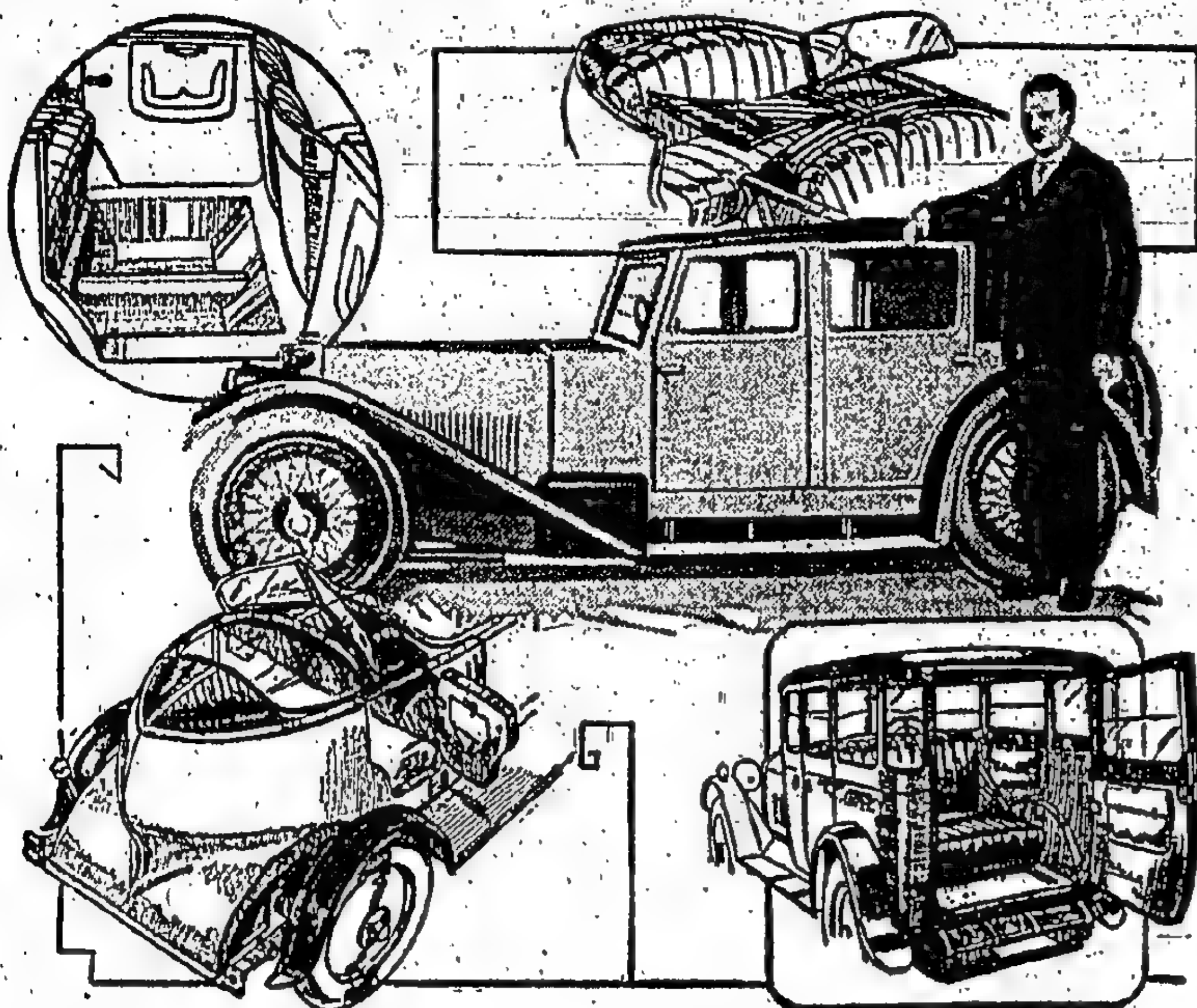
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## LATEST MOTORING NOVELTIES.

"Freaks" at European Shows.



Novelties at Europe's show. Centre shows the low Aston-Martin. Above it, and lower left, are sketches of a Jarvis with special rear deck. Upper left shows sunken floors in a Vulcan. Lower right is sketch of convertible observation body.

In the recent motor shows in Europe were to be seen many innovations that startled the complacent motorists.

These "freaks" appeared at the recent automobile salons in Paris and London in a confusing variety of bodies, in peculiar shapes and in novel improvements. That the range of these innovations is great may be realized from the fact that there are 312 different types of automobiles on the British market alone, as compared with less than 100 in the United States.

Competition, therefore, is much keener in England and Europe, with the result that manufacturers use their ingenuity toward the development of appointments or improvements peculiar to their own products. However, frankly these may be, every one of them has some appeal to comfort, or to facility in driving, or some other practical advantage.

There is the extremely low-bodied Aston-Martin, for instance, over the top of which a child may peer. That's the freak in it. But the car is said to be as comfortable as any larger automobile, because the floor boards are sunk below the driving shaft, to make ample leg room for the passengers.

Not for Rough Roads. This kind of car, of course, must choose only the smoothly paved roads and avoid ruts, or the occupants might find their legs dangling through a jagged opening.

Among other cars of this type there are the Vulcan and the Lancia, two high-priced, luxurious automobiles. Both are much larger than the tiny Aston-Martin, but their bodies are the attractions.

The Vulcan also has sunken floor boards in the rear, and has a body that spreads well over the rear fenders to give more room inside.

The rear running board of this car is inside the door because of its widened body. The body in back turns downward in a graceful curve, with the rear window practically part of the top.

Even more freakish is the Lancia "Airway" sedan, or "saloon" as this type of body is called in England. The top descends bodily from the front until it strikes the rear on a line with the hood. But coming out in back like a dormer window is the oval glass for rear vision, with another opening at the top of the dormer.

### An "Observation Car."

In front, the "Airway" has a spotlight mounted on the roof, while inside a compass and an air speed indicator justify its name.

There are many other "freaks" in bodies, all with some practical excuse. There are bodies with sliding or folding tops, to permit the sunlight and air to get in.

Young & Co. have built one body with a wide door behind and the rear of the back seat convertible, so that passengers may look backward upon the passing scenery. Side doors, however, permit passengers to enter in the conventional manner when the back seat is used merely for conveyance.

A Jarvis four-seater body on a Darracq chassis provides a deck or table in front of the rear passenger, which encloses them almost entirely within their compartment. Separate windshields keep the wind from their faces.

Another body provides a compartment behind the rear seat, so

that luggage may be inserted when the rear of the seat is lifted. Still another has an adjustable seat for the driver's comfort, and several show adjustable steering columns to fit the reach of the driver.

### Front-Drive Appears.

Technically, the trans-Atlantic improvements are almost as revolutionary as the bodies. The front drive car has appeared on the street for the first time in the form of the "Tracta." The free-wheel drive, permitting simpler shifting of speeds, is an innovation on another car.

The Harris-Leon Lancia chassis provides independent springing and steering for each front wheel. Headlights that dip and turn at the control of the driver appear on other automobiles.

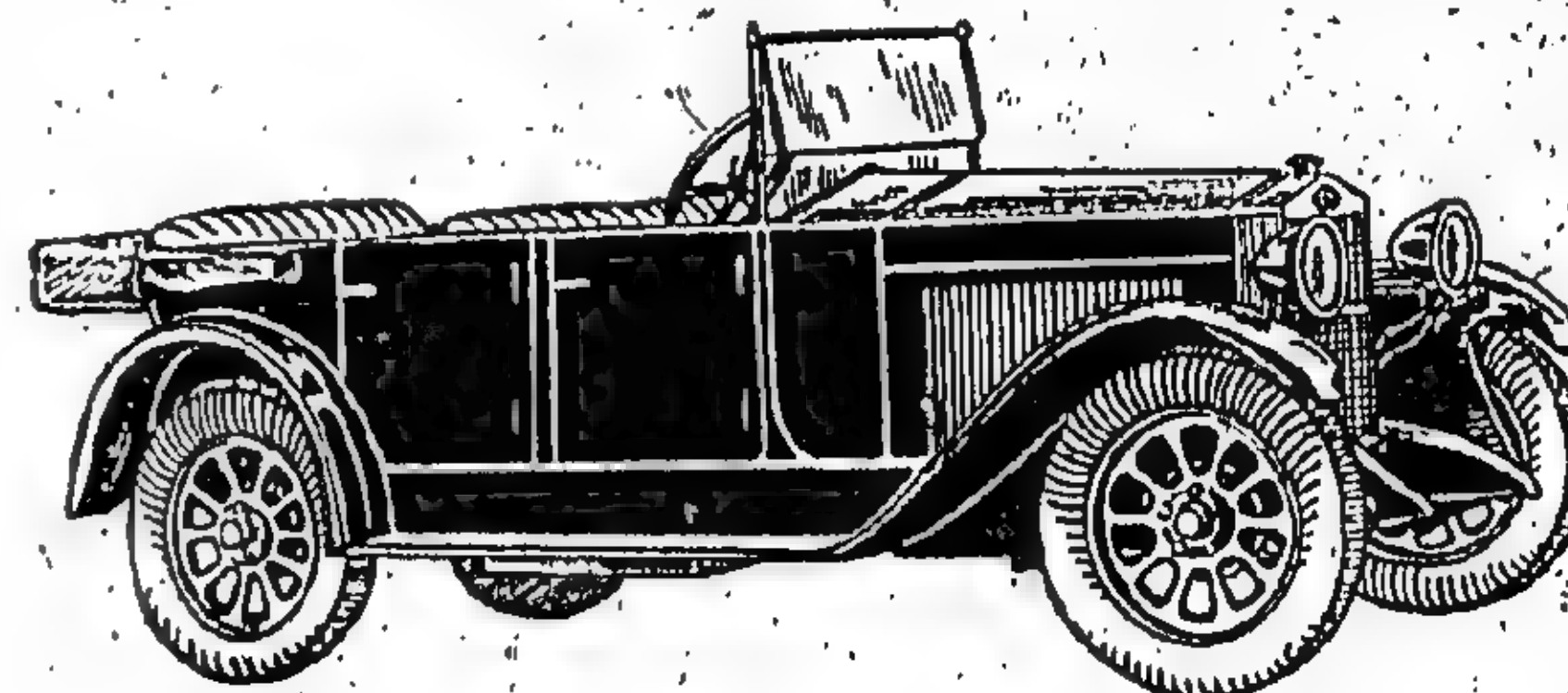
The Peugeot comes forth with an extension of the radiator below, to provide for oil cooling, while another, the Bentley, extends the oil-water-cooling radiator well below the crankshaft.

Many other show features include new places for the tools, use of the rear of the front seat as a compartment for a folding table, folding seats and other equipment new forms of bolts and shackles for the springs, flexible exhaust piping outside the hood, new ways of engine suspension and other significant though small improvements.

Yet with all these advantages, most of the cars stick to the four speeds of older days. Due to the increased importation of American and continental cars in England, however, there has been quite an increase in use of three-speed gears.

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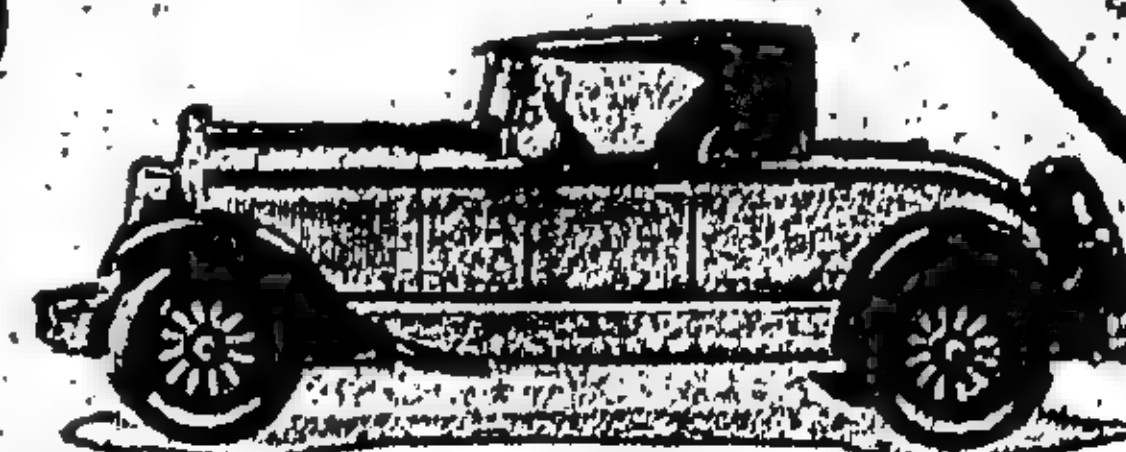
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## VISIT TO HUMBER FACTORY.

Efficient Method of  
Enamelling.

## DISTINCTIVE FINISH.

By Captain E. de Normanville in the Daily Chronicle.

While the car which is produced in large quantities is naturally more in the public eye than the less largely produced car, the latter need by no means be backward in the manufacturing processes employed for its evolution.

This point was vividly brought home recently to a party of motoring journalists and experts who visited the Humber works in Coventry for a tour of inspection.

These famous British works have been greatly enlarged and have been steadily modernised as improved methods became available.

### Better Enamelling.

One of the most interesting of the new plants is that designed for enamelling—a comparatively minor detail in car construction which is given very thorough attention in the Humber works, the main objects being better and more lasting finish.

We will follow as an example, a wing, which, of course, is first of all correctly shaped in the nude steel. It is then taken to the enamelling room and boiled for an hour in huge cauldrons filled with an anti-rust solution.

This pickling process leaves a rust-proof deposit on the wings, so that if in later life they get a scratch or chip, the damp cannot get in and

## STOP GAP.

Old Cars Useful.

Great motors dead and filled with common clay. May stop a gap to keep spring floods away.

A new use has been found for "decayed, disintegrating, discarded automobiles" in the little town of Yreka (U.S.A.).

During the winter the creek through the town frequently runs a banker and ruins the furniture in nearby houses.

To prevent this, the civil fathers will use old cars, filled with rocks, as an extra bank on the side of the channel. Silt will do the rest.

make the enamel peel off—as is normally the case.

The wings are then dipped in the solution and hung on a chain conveyor, which very slowly elevates them into a long black cavern above—the drying stove.

This stove is 60 ft. long and heated to 350 deg. Fahrenheit by oil-fired boilers, in which the air is boiled instead of water. The parts being enamelled pass through the stove at the speed of 50 m.p.h.—or in five seconds.

When they emerge the parts so treated have a remarkably smooth and lustrous appearance, but they still pass through other perfecting processes before being finally passed.

This new plant indicates that degree of thoroughness and distinctive finish which has for so long been associated with Humber products. A part so treated will look new (if not accidentally damaged) even after it has seen 20,000 miles road service.

## CAR SPEED—THE LIMIT.

Bogus Policemen.

Turin, Dec. 10.

Two idle young scoundrels noticed that a Turin manufacturer, motoring in the country, was contravening the speed regulations.

They pretended to be police officers in civilian clothing, examined the motorist's papers, and took toll from him; 60 lire.

As the police in this country are accustomed to inflict fines on erring motorists, and to collect the money on the spot, the manufacturer thought all was in order.

Later, in his home, he was visited by two other men, who gave themselves out to be superior police officers, sent to revise the fine.

These supervisors examined the city man's papers, and took 300 lire from him. This again seemed perfectly in order.

Two days later, a young man called at the manufacturer's office, with a letter demanding 500 lire, under pain of informing the police of the motorist's infringements of the motoring laws.

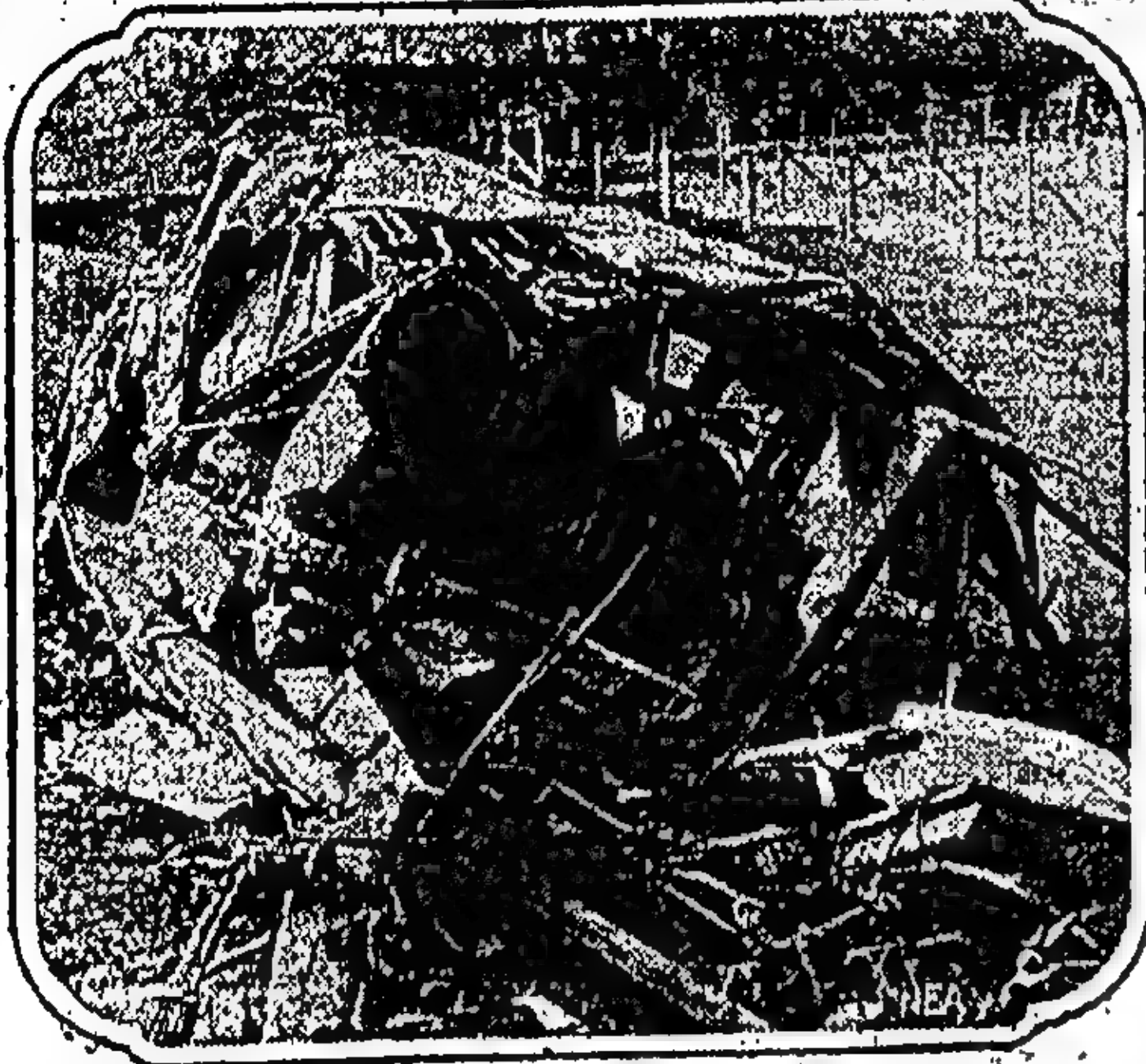
That was too much. Some of the manufacturer's workmen were called up, and this fifth bogus policeman was marched off to the police station.

His accomplices were traced and arrested.

An unique car-body design was seen in Singapore streets over the week-end. This took the form of a body painted in the colours of a tiger—orange with black stripes—and the radiator front took the form of a tiger's head, with its mouth opened in a snarling manner.



## THIS BUS STRUCK A TRAIN.



Two were killed in this bus near Bagdad, Florida, when it rammed into the side of a swiftly moving passenger train. There were four passengers in the bus at the time, and the driver was badly injured.

## STUDEBAKER

World Wide Records

October 10th-13th, 1927

IN 24-HOUR ENDURANCE TESTS AT ATLANTIC CITY SPEEDWAY, ERSKINE SIX SEDAN AVERAGES 54.1 MILES PER HOUR; ERSKINE SIX COUPE 53.2 MILES PER HOUR; DIRECTOR SEDAN AND COUPE, 61.7 MILES PER HOUR. COMMANDER MAKES 500 MILES AT SPEED OF 79.4 MILES PER HOUR.

WITH THE TWENTY-FIVE THOUSAND MILE RECORD ESTABLISHED WITH THE COMMANDER AND PREVIOUS RECORDS MADE WITH THE ERSKINE AND DIRECTOR, STUDEBAKER NOW HOLDS EVERY OFFICIAL AMERICAN AUTOMOBILE ASSOCIATION STOCK CAR RECORD FOR ENDURANCE AND SPEED REGARDLESS OF POWER OR PRICE.

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Sports Roadster	4 Seater	1,201
Business Coupe	2 Seater	1,200
Custom Coupe	4 Seater	1,250
Custom Sedan	5 Seater	1,250

All Erskines with wire wheels.

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## H.P. 27.34 R.A.C.—113" WHEEL BASE

Custom Tourer	5 Seater	G. \$1,450
Sports Roadster	4 Seater	1,405
Duplex Phaeton	5 Seater	1,400
Custom Tourer	7 Seater	1,530
Custom Coupe	2 Seater	1,575
Custom Sedan Plush	5 Seater	1,575
Custom Coupe	4 Seater	1,575
Custom Victoria	4 Seater	1,575
Custom Sedan Mohair	5 Seater	1,575

## COMMANDER

## H.P. 36.04 R.A.C.—120" WHEEL BASE

Sports Roadster	4 Seater	G. \$1,935
Custom Coupe	2 Seater	1,875
Custom Victoria	4 Seater	1,875
Custom Sedan	5 Seater	1,875
Royal Coupe	4 Seater	1,905
Royal Victoria	4 Seater	1,905
Royal Sedan	5 Seater	1,905

## PRESIDENT

## H.P. 36.04 R.A.C.—127" WHEEL BASE

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Custom Sedan	7 Seater	2,435
Custom Limousine	7 Seater	2,700

All prices include 4 wheel brakes, spare wheel, tyre and tube, windshield wiper, hindview mirror, bumpers, extra horn, tools, etc., etc.

## THE HONGKONG HOTEL GARAGE

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## DEAD MAN'S CORNER.

## The Tale of a Phantom Car.

(By arrangement with The Morris, Owner.)

The smooth wide road rolled like some polished indigo ribbon up the steep hillside, winding and twisting its cambered length in subtle invitation to speed.

To the left of the road a bracken-covered slope led up to the rolling moorland, purple now with its autumn carpet of heather, and silent save for the hum of heavy-laden bees or the occasional wild call of a curlew. To the right the ground slid away into a deep valley, over rush-grown marsh, the haunt of the vagrant snipe.

The road disappeared round a sharp hairpin bend to the left, known locally as Dead Man's Corner.

## The Corner.

Up this road one clear evening hurried a high-powered two-seater whose occupants were deep in conversation as the car climbed steadily at a good pace towards the corner. The driver, a tall bronzed man of some thirty-two summers, handled his car with the ease of custom, despite the fact that his left sleeve was tenacious.

His companion, a girl with grey eyes and a few strands of copper-coloured hair visible beneath her close-fitting green hat, listened with keen interest to John Dekeyne's story.

"Just now," he was saying, "we are coming to a famous bend known to the farmers here as Dead Man's Corner. Many cars have been wrecked at this point, and several lives lost, too, and the legend goes that it is not safe to pass this way between the hours of midnight and one o'clock if the moon is up."

## The Car Appears.

Barbara Maughan laughed. And "Why is that?" she asked. "They say a great white car, with headlights ablaze, sweeps round Dead Man's Corner at a great pace on moonlit nights, and holds the crown of the road against all comers. To swerve seems the only course to take, and many a poor blighter has gone to his destruction to avoid collision with the white limousine, which vanishes as quickly as it came!"

The girl looked uneasy. "Surely you don't believe that tale yourself?" she asked. "I've learnt to believe strange things since my little dose of war," he said. "And a great friend of mine was found early one morning lying in the rushes, over that very bank, with his car turned over and the headlights still burning. That was only a few months ago."

"Still," she said, as they turned the dreaded bend, "that may have been pure coincidence. Your friend may have skidded or fallen asleep at the wheel."

"Quite," replied Dekeyne. "Except that it was a dry night, and his wheel-marks left a firm straight line deep into the macadam, showing, of course, that his brakes had been suddenly applied; and there were no marks of tyres coming from the opposite direction. Anyway, I'd rather do anything, almost, than face this corner on a night of moonshine between the faded hours, old stager as I am!"

The girl wondered at this, for she knew of a certain little affair in the Great War in which the man at her side had won that coveted piece of metal "For Valour." She knew, too, that his admiration was all given to courage, with perhaps and even, maybe, copper-coloured hair! She was feminine enough to know all this, and perhaps to feel a pang of jealousy against courage in consequence.

"Is there no means of laying the ghost?" she asked. "Surely the white car's owner has been appeased by now, whoever he may be?"

John dimmed his head-lights as they approached the little town, and answered her as they swept into the drive of his mother's old home. "The only way to lay the ghost is for some brave soul to drive straight into the great limousine, unafraid and determined—but so far no one has dared. Even for my dear friend's sake I can't pluck up courage enough, although I laugh at the whole thing outwardly."

The car drew up, and Barbara stepped out to be welcomed by Mrs. Dekeyne's kind voice.

Barbara glanced beneath her lashes at her cavalier, who seemed absorbed in some matter of gear. She was vaguely angry. Somehow she was uncomfortably aware that even her grey eyes and golden hair affected him less than was their wont with other men of her acquaintance.

Yet, with the fine sense of humour possessed by your modern girl, she was inclined to laugh at herself, and to compare herself at a disadvantage with the many charming women of Dekeyne's acquaintance.

There followed glorious days on the moors with the guns, when the scent of warm heather rose to one's senses like wine. Not many miles

away was the sea, where on warm days of the Indian summer those who were so disposed could revel in the sharp joy of a hard swim; there were dinner parties and dancing, and the moonlit garden calling.

Yet through all the harmonious pleasure of Barbara's days ran a discordant note. John was indeed a good host. He was attentive to all his guests and did not show preference for any. Barbara's gentle will he either did not see, or was it that he did not remotely care?

## Fugitive Happiness.

The last night came all too soon, a night of full moon and of stars. In the silence of her room Barbara faced the future and found it bare and cold. No one else would do for her, she knew now, but John Dekeyne. He made just the difference between life and mere existence. What, then, could be done? Her beauty, such as it was, had failed to move him. What had she else that he would prize? Courage? He admired this virtue above all.

She gazed out into the beautiful night, and from the distant road came the sound of a Klaxon horn. Her heart beat fast as a sudden idea flashed into her mind. She would earn John's admiration at last, even at the cost of life itself! What else mattered? She would drive up to the moor, and that between the dreaded hours of midnight and one of the clock, and she would hold the high road against the white ghost car! She would dare something even this man would not dare.

Swiftly she seized her coat, her little green hat, and, writing a few hasty words of explanation to leave behind, she crept down the broad stairway and let herself out into the still courtyard just as the stable clock struck twelve.

Fortunately the garage was situated at some little distance from the house, up a small incline, and Barbara trusted to this good chance to start the engine without even the purr of the self-starter. She was quite unaware of Dekeyne's keen car, especially where the sound of his own car was concerned!

Softly she slid back the heavy garage door, and pushed the gleaming two-seater to the edge of the incline, then, springing in, she glided down to the main drive, starting the engine with scarcely a sound, and slipped softly into the road.

## Stealing Away.

Once there, she accelerated and was soon clear of the little town, and winding up the long road to the fatal corner. Her heart beat high, but she was unafraid, and alone in a peaceful world, save for frightened rabbits scudding across her track, half fascinated by her brilliant lights. On, on she sped, the car climbing the hills with a song, when, just as she was speeding along the last straight stretch before the end of her journey, she heard the scream of a horn from the road behind. She turned her head, and there, creeping steadily nearer, came a glare of headlights! Instinct told her, as surely as a voice, who sat behind those lights, and her whirling wheels on the polished road whistled: "Dekeyne! Dekeyne! Dekeyne!" as she forced the little car to her fastest pace.

On she sped, until she came to the warning triangle, standing up clear like a gibbet in the moonlight. She slowed down just enough to take the corner—Dead Man's Corner at last—and here was John's great chance! Close behind her now, he took life in his strong right hand, and rushed past the girl and on round the bend almost on two wheels, using all his knowledge of the road, with his off tyres almost overhanging the steep bank-side. Gradually he steadied, and stopped at last, the great car he drove standing right across the highway; and he, a white-faced man, springing out in time to see Barbara, Barbara of the Golden Glory, coming straight for the heavy barrier he had made.

In that moment he knew the worst agony of his life. She, the vision of his heart, was coming to her death, and all, as he realised at last, for his sake. He yelled her name and held up his one eager arm in warning.

## A Collision Inevitable.

She saw him in her headlights' blaze, and he seemed to her to stand there, a knight in glowing armour. She jammed on her brakes with the swift knowledge that she could not stop in time, and then she closed her eyes.

There was a grating, scraping sound as the little car shattered into the running-board and side of the big coupe—a sickening metallic crack, which made the tall man shudder... and silence.

John Dekeyne leapt on to the smaller car and saw the white face of a girl upturned to the starlit sky—so still and white.

He forgot the world, himself, and all the horror of it. He spoke

## CYCLING TOO DANGEROUS?

## Many Smashes Caused by Pedal Machines.

[BY CAPT. E. DE NORMANVILLE.]

While the whole subject of such road accidents is very distressing, there is some solace in the fact that in 64 per cent. of them the motor driver was held to have been involved in an "unavoidable" accident.

But, however unavoidable such catastrophes may be, we want to learn how to minimise them. And the only way the driver can help to do that is to study the more common errors of other people and factors so as to be more keenly alive to the dangers.

How, then, do the majority of these 64 per cent. "unavoidable accidents" arise? What steps can the careful driver take in further effort to reduce them?

The two non-motoring factors of outstanding proportion are, pedestrians and pedal cyclists, the former constituting 34 per cent. and the latter 13 per cent. The pedestrians are subdivided into (a) adults 20 per cent., (b) children 14 per cent.

The first point I would stress is the improvement in recent years in regard to children. The average driver would probably think the proportion would be the other way round—the greater danger from the child, as it used to be.

Surely the current statistics clearly demonstrate the real utility of education in the matter? In recent years many schools have included teaching on traffic dangers in their curriculum. Why cannot the adult public be educated in some way, as so frequently advocated in recent years in "The Daily Chronicle"?

Dealing with the adults, the following is the sub-division of the causes:—

Crossing carelessly, 6.7 per cent. Stepping off the footway, 3.8 per cent.

Crossing in front of or behind another vehicle, 4.1 per cent. Physical infirmity, 1.7 per cent.

Other causes, 3.6 per cent. The "unavoidable" accidents caused by children are mainly due to (a) crossing carelessly, 4.9 per cent.; and (b) running into the road, 4.5 per cent.

The accidents due to pedal cyclists are classified by the statistics as follows:—

Swerving in front of vehicles, 3.1 per cent. Losing control of machine, 2.2 per cent.

Careless cornering, 1.8 per cent. No rear light, 1.3 per cent.

Miscellaneous, 4.5 per cent. These figures are a little surprising to me personally, as, though I have had many "narrow squeaks" due to the cycle with no rear light, I cannot recall one due to any other cause.

## TYRE PROBLEM.

## Answer to Problem.

Submitted by a reader, the following problem was published last Saturday:

"A motorist has three new tyres which he wishes to use alternately so that each will do 6,000 miles on rear wheels. At what mileages must he change them so that each will never have more than 500 miles of use more than the others, and at a certain mileage each will have done exactly 6,000 miles? At what total mileage will this occur? He is not to change them unnecessarily."

Here is the solution: Put the spare—

	on left	on right
at mileage	500	1000
	2000	2500
	3500	4000
	5000	5500
	6500	7000
	8000	8500

The total is reached at 9000 miles. The catch lies in the fact that changes are not made every 500 miles.

terrible words of longing to the aim figure drooping there; he tried to call her back to life; he chafed her cold fingers; but in vain.

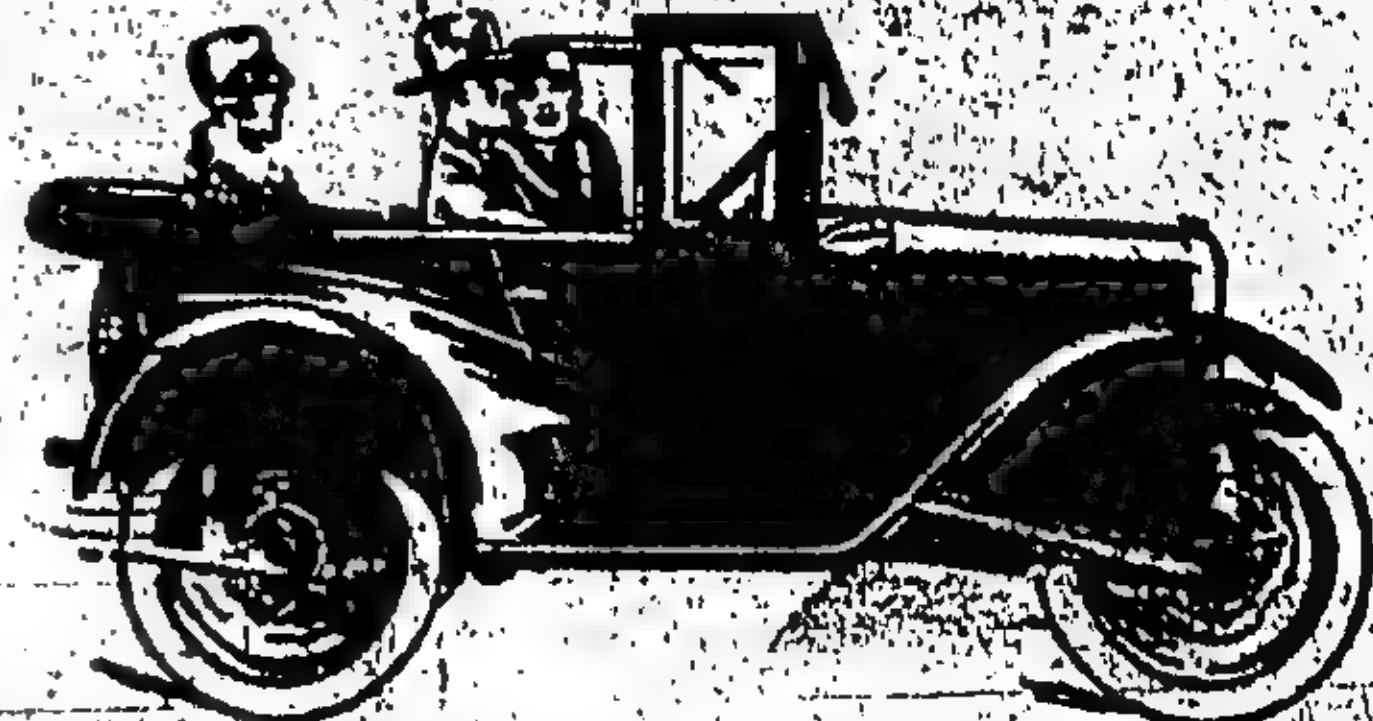
Suddenly he was aware of a glare of light searching the road in front of him, and heard the purr of an engine close at hand. Too late he realised the fate in store for the two luckless cars. Already the great white limousine was on them, and with a groan he flung himself between it and the woman he loved.

There was the shrill beat of an engine, a sudden icy draught, and the great white car came on. Through them, over them, it passed; but how, John Dekeyne never knew.

All he knew was that Barbara, the brave-hearted, was still alive.

Dead Man's Corner is still a place for caution, but the great white limousine glides there no longer.

## "AUSTIN SEVEN"



## THE GREATEST NAME IN SMALL CARS

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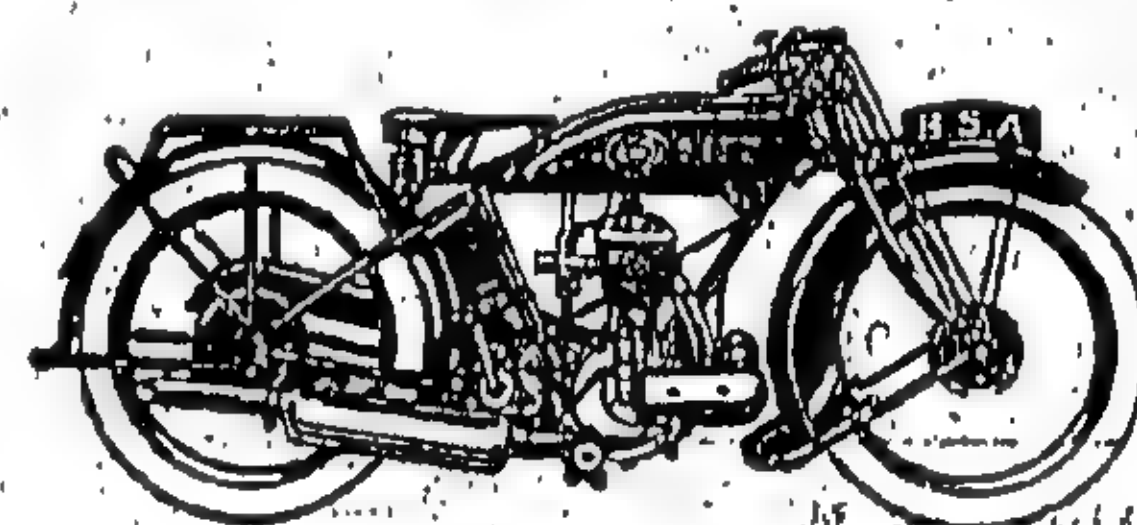
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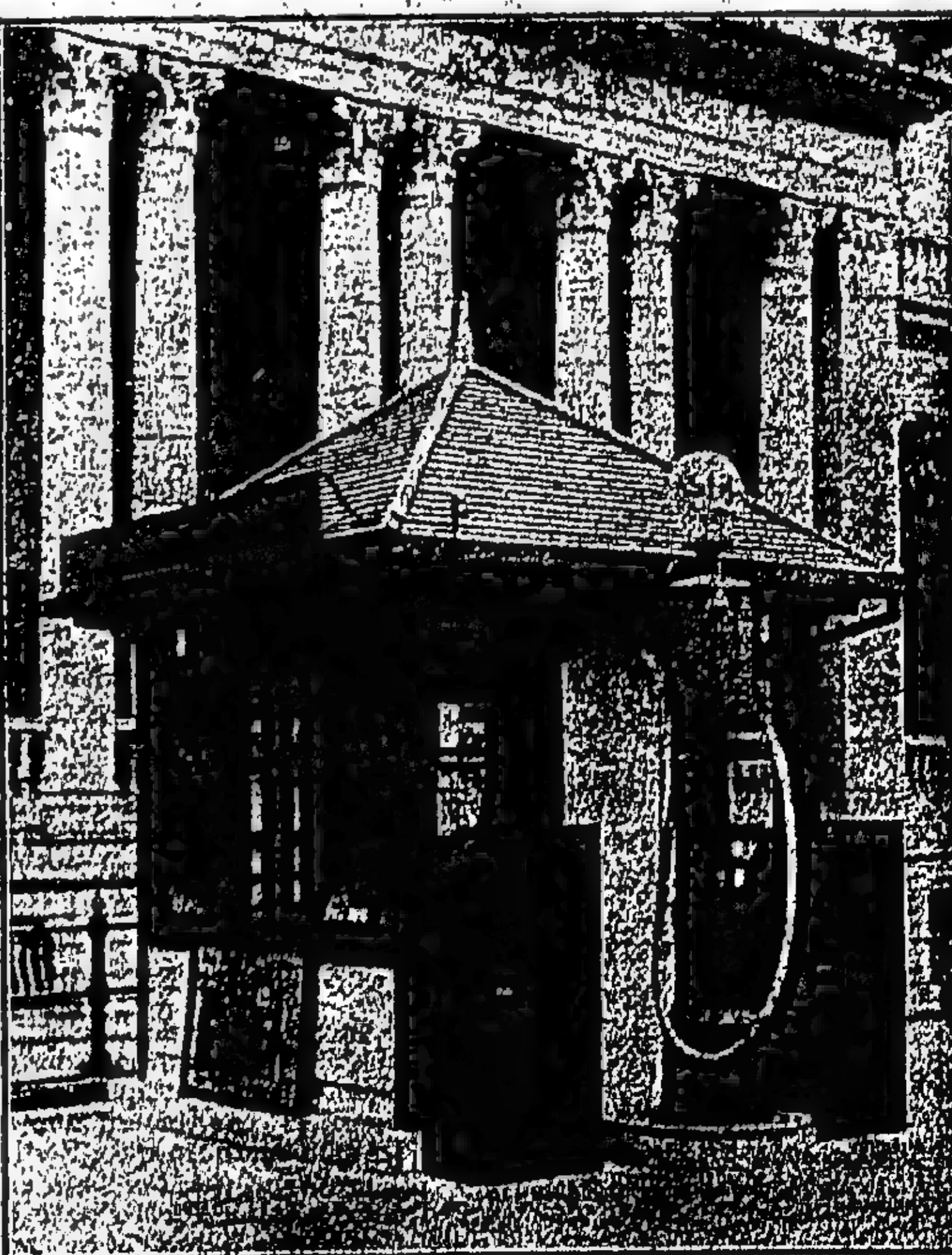
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## VETERANS' PARADE.

21-Year-Old Cars.

## LONDON'S COMMEMORATION.

Commemorating the 31st anniversary of the Emancipation Run, which took place when the Red Flag Act was repealed, 44 old cars traversed the roads from London to Brighton (Eng.) last month.

Actually 51 vehicles entered and filled the requirement of being at least 21 years old; but only 44 started.

Of these, 37 reached their destination; and 21 of them achieved non-stop runs.

Oldest car was an 1893 Panhard, while ancient Daimlers, Renaults, Benzs, Cadillacs, Oldsmobiles, Rovers, and Vauxhalls were entered. The only four-cylinder car was a Rolls-Royce of 1908 vintage.

Most of the veterans spluttered and coughed and leaked oil and water at every opportunity, but they ran.

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# HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

SAFE USE OF THE CLUTCH.

The clutch is not intended to be slipped more than necessary. On the contrary it is intended to be either completely engaged or completely disengaged practically all the time. The only occasions during which it should be allowed to slip (and only momentarily then) are as follows: In starting the car from rest, in re-connecting the engine to the car when the latter is still in motion. When gears have been shifted.

## Intentional and Unintentional Slipping.

Regulating car speed by racing the engine and slipping the clutch wears out the latter rapidly and even more harm is done by keeping enough foot pressure upon the clutch pedal, voluntarily or involuntarily, to cause it to slip more or less, while the car is in regular operation.

## Don't Abuse the Clutch Facings.

Modern disc clutches—the commonly used kind—have asbestos copper facings and while these are not burned by the heat generated in slipping, as are the leather linings of cone clutches, they become glazed over with metal dust, worn from the steel faces of the discs, which so changes their frictional effect that they are likely to take hold suddenly or to fail to hold properly. The more slipping is permitted the sooner clutch engagement becomes unsatisfactory and the sooner the facings wear thin and require replacement.

## Treating Thrust Bearings Fairly.

This is, however, not the worst effect of uncalculated clutch slipping. Wear of the thrust-bearing, which is in operation whenever the clutch is not in full engagement, takes place rapidly especially if it is not well lubricated (as is too often the case) and replacement of this bearing becomes necessary long before it should.

## Pick up Speed With Gears and Throttle.

The clutch is not a speed control, but a coupling between the engine and power transmission parts. The throttle and the gears—not the clutch—should be used to regulate car speed.

## Gentle Clutch Engagement Essential.

Hardly any clutch no matter how good a one it is, can be engaged with absolute suddenness without

deliberately straining every power transmitting part and jerking the car to its passengers annoyance. It should always be engaged gently and moderately, but at the same time promptly and positively.

## What Causes This Knock?

Question: After having all new piston rings installed and main and connecting-rod bearings taken up there is a loud knock or thump in the engine, when the car is running at 25 m.p.h. and over, but this is not heard with the engine idling. Piston-rings were put in with a drive fit and my mechanic says that the noise cannot be a piston slap. Can you suggest what causes it?

Answer: After having so much work done on an engine, it is pretty difficult to tell what is wrong. If any of the adjustments were incorrectly made on the bearing a knock might result. You say that piston-rings were installed with drive fits. Do you mean the rings in the grooves or the rings themselves in the bores? If the former they would be of little use in keeping the pistons gas and oil tight, and in the latter, they would be likely to scorch the cylinder walls when they became hot and expanded. Sometimes the cylinder bores of engines that have seen much service develop a shoulder at the top travel of the upper ring and when a new tightly fitted ring is substituted for the old one, it strikes this shoulder and makes quite a knock. Quite likely your trouble is connected with the fitting of these new rings.

## Cone Clutch Slips.

Question: I am troubled with the slipping of the clutch on my car. In which direction should I turn the adjusting screws to stop this?

Answer: If your car is one which is fitted with a leather-lined cone clutch, there is no adjustment which will prevent slipping. As we understand it the adjusting screws referred to in the instruction book are those which regulate the tension of the easy engagement springs under the leather lining and have no influence upon the holding power. Slipping may be due to the leather having become oily or too dry and hard. In the former case, the oily matter can be removed by rubbing it with fuller's earth and it can be brought back to a pliable condition and better holding power by subsequent treatment with neat-foot oil. If the leather is merely dried out and lacking in pliability, the neat-foot oil treatment should make it hold better. (Copyright)

## MORRIS WINS.

Small Cars Being Vindicated.

Now that small British cars are becoming more numerous, evidence is not lacking in proof of what they can do. Take the results of a recent Australian test, for example. A 24-hour Reliability and Petrol Consumption Trial was conducted recently by the Victoria (Australia) Light Car Club. The course chosen was one of 504 miles and included samples of typical Australian country "roads," and the high speeds demanded over gutters, wash-outs and potholes would have tried the stamina of any car, no matter what its size or price.

To cite a typical performance by British small cars in this event, Nine Morris-Cowleys were entered (three teams), seven of their drivers having never previously taken part in a trial. Each one finished with 100 per cent. score and won a gold award; each of the three teams won a gold award; and the first and second prizes in their class for petrol consumption (32.57 m.p.g. and 31.5 m.p.g.) were also secured. Technical experts who examined the cars on completion of the course could find no signs of strain or damage.

## CATCHING THIEVES.

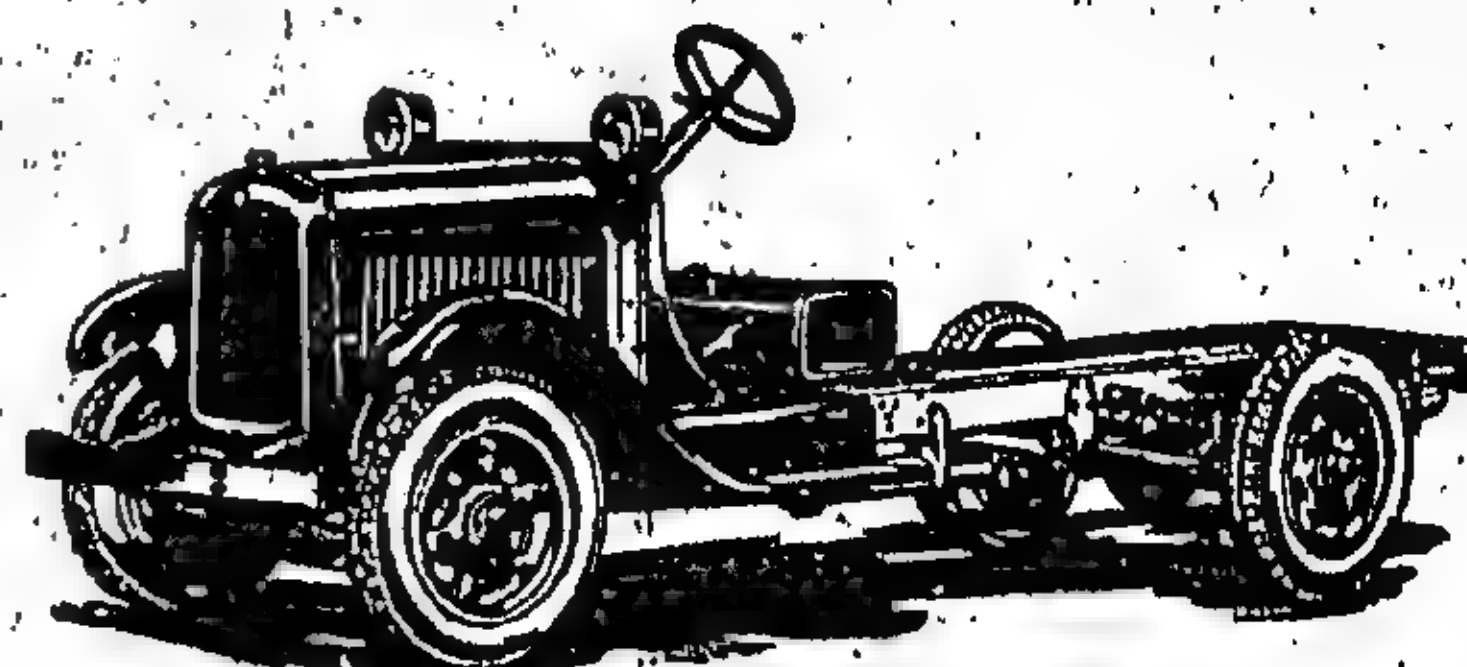
## Private Garage Check.

To prevent car thieves using private garages as hiding places for cars which they alter or strip of accessories, several cities in the U.S.A. have passed regulations forcing owners to report within 24 hours after they have let their garages.

The result of this is that many stolen cars were discovered, as the names of the renters did not appear on police records as owners of cars.

## GENERAL MOTORS (G.M.C.) TRUCKS.

(POWERED WITH BUICK 6-CYLINDER ENGINES).



This entirely new line of General Motors (G.M.C.) Trucks is powered with the famous Buick 6-cylinder Valve-in-head engine. This is in every sense of the word a modern truck—designed for modern traffic. These trucks are available in the following chassis types.

T-20—1-Ton—H.P. 23.44 R.A.C.

132-inch wheelbase ..... G.\$1,445

T-40—2-Ton—H.P. 29.40 R.A.C.

136-inch wheelbase ..... G.\$2,370

150-inch wheelbase ..... 2,450

162-inch wheelbase ..... 2,480

T-50—2-Ton—H.P. 29.40 R.A.C.

136-inch wheelbase ..... G.\$2,470

150-inch wheelbase ..... 2,550

162-inch wheelbase ..... 2,580

These G.M.C. Trucks are supreme in flexibility and in endurance. Equally remarkable is the low price which is only possible because of the tremendous volume of General Motors Production. General Motors (G.M.C.) Trucks and Tractors are also available in heavy duty types, the capacities of which range from 2½ to 15 tons.

## THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

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## CHINA UNDERWRITERS, LTD.

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ALL CLASSES

OF

# MOTOR INSURANCE

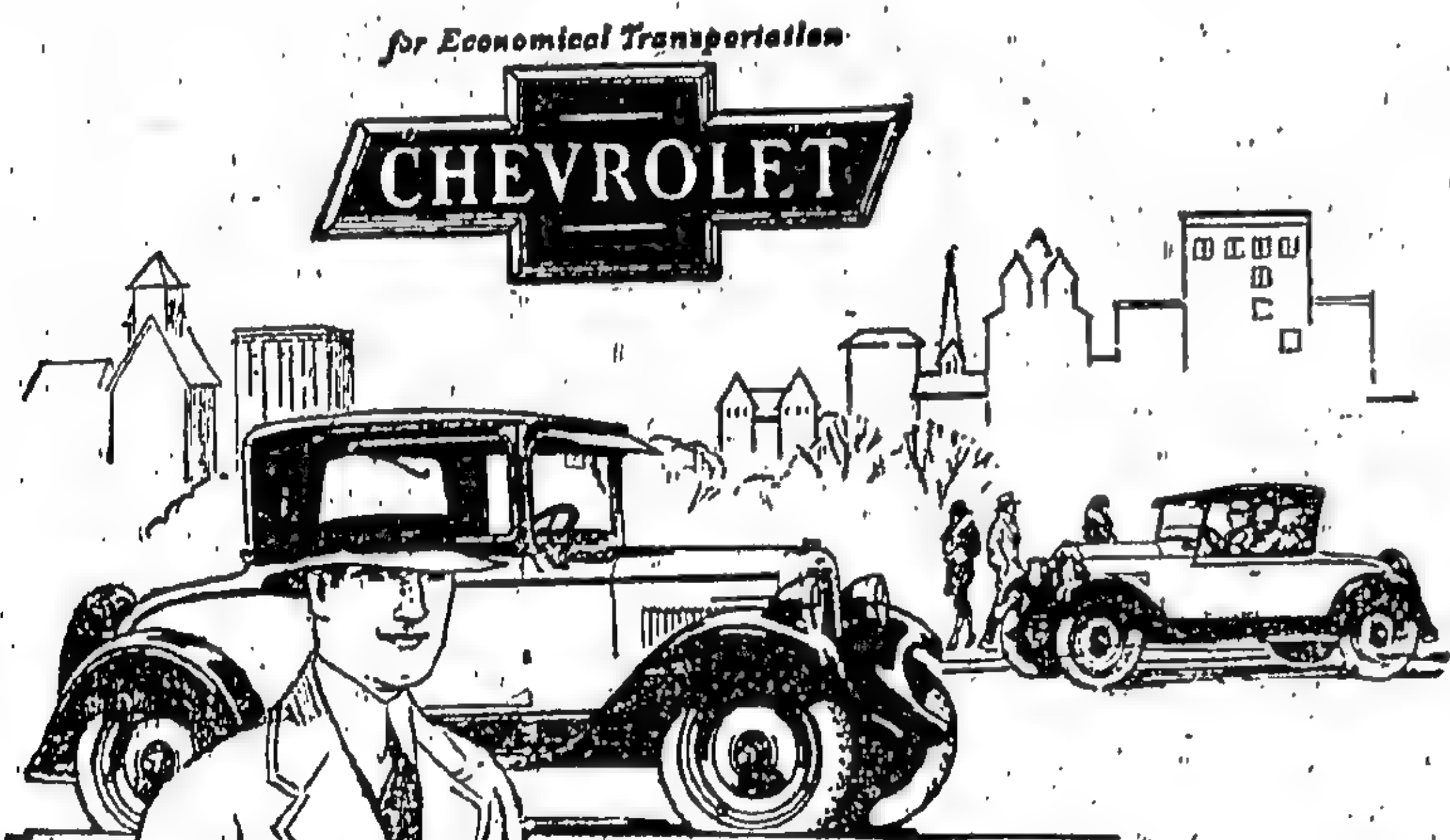
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Maximum Utility  
at Low Cost!

An outstanding combination of utility and economy is provided in the Chevrolet Roadster and the Chevrolet Coupe—two cars whose popularity is making merchandising history in every section of the country.

Hundreds of these models are purchased every day to meet the personal transportation needs of business men, physicians and professional men, contractors, etc. Concerns supplying transportation for salesmen likewise favor these cars—because of their marked economy, fine appearance, and staunch dependability.

Merchants are also purchasing these body types in increasing quantities—for they make exceptionally desirable light delivery units, especially when equipped with the "slip-on" box fitting into the rear deck that any Chevrolet dealer can supply.

Come in—and see for yourself how these attractive models combine fine appearance, utility, and low cost as does no other car in the world!

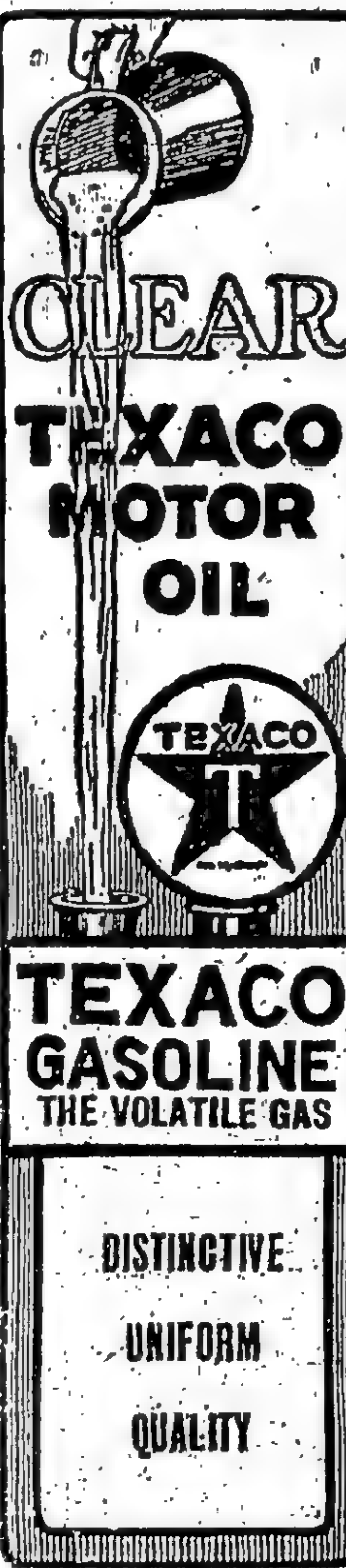
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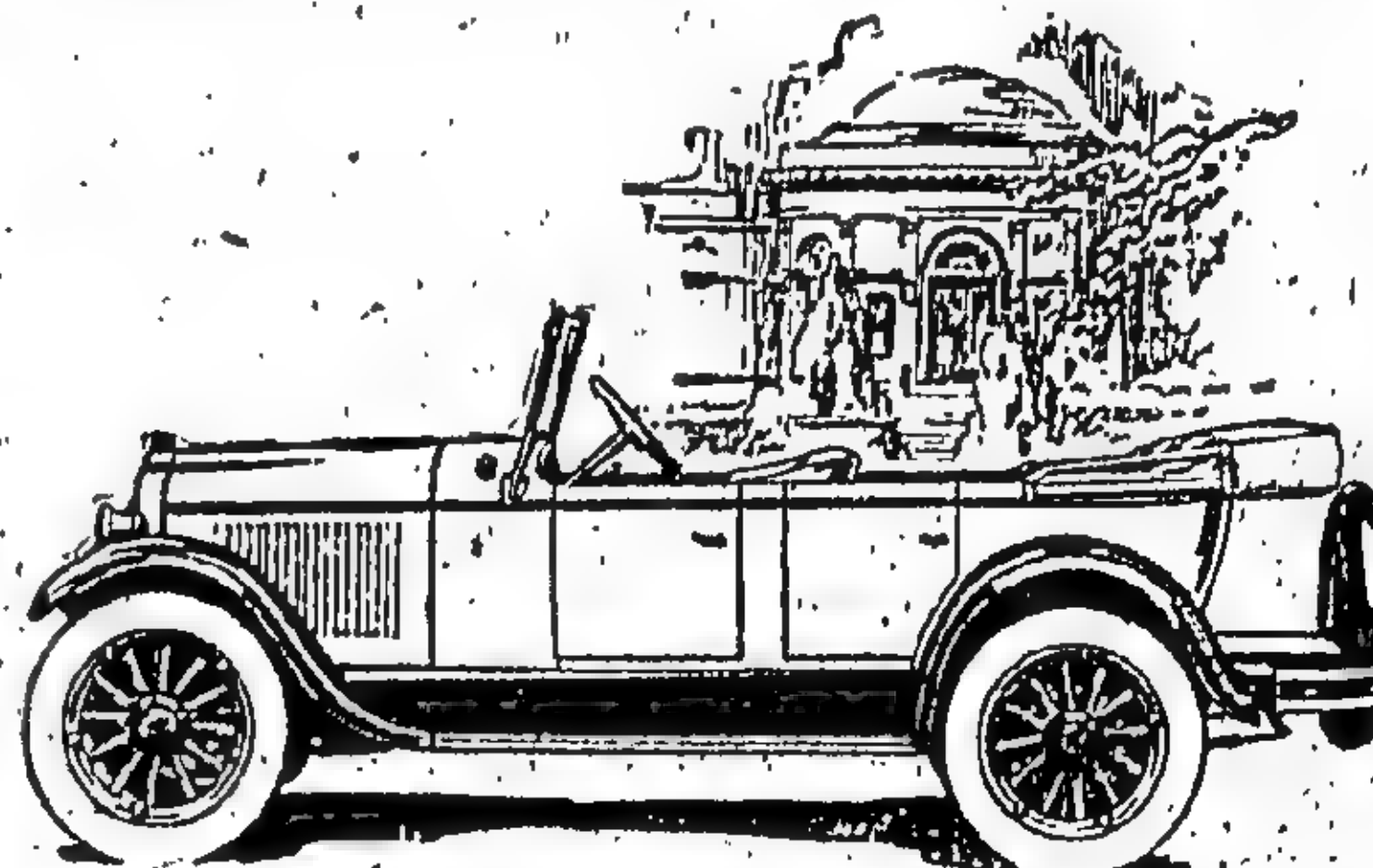
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# OLDSMOBILE SIX

PRODUCT OF GENERAL MOTORS

111-inch Wheelbase—19.84 H.P. (R.A.C. Rating)—185 cubic inches piston displacement—1928 models.



Dickie-seat Roadster ..... 4-seater ..... G.\$1,175  
Touring Car ..... 5-seater ..... 1,175  
Sedan (2-door) ..... 5-seater ..... 1,250  
Sedan (4-door) ..... 5-seater ..... 1,350

All prices subject to change without notice.

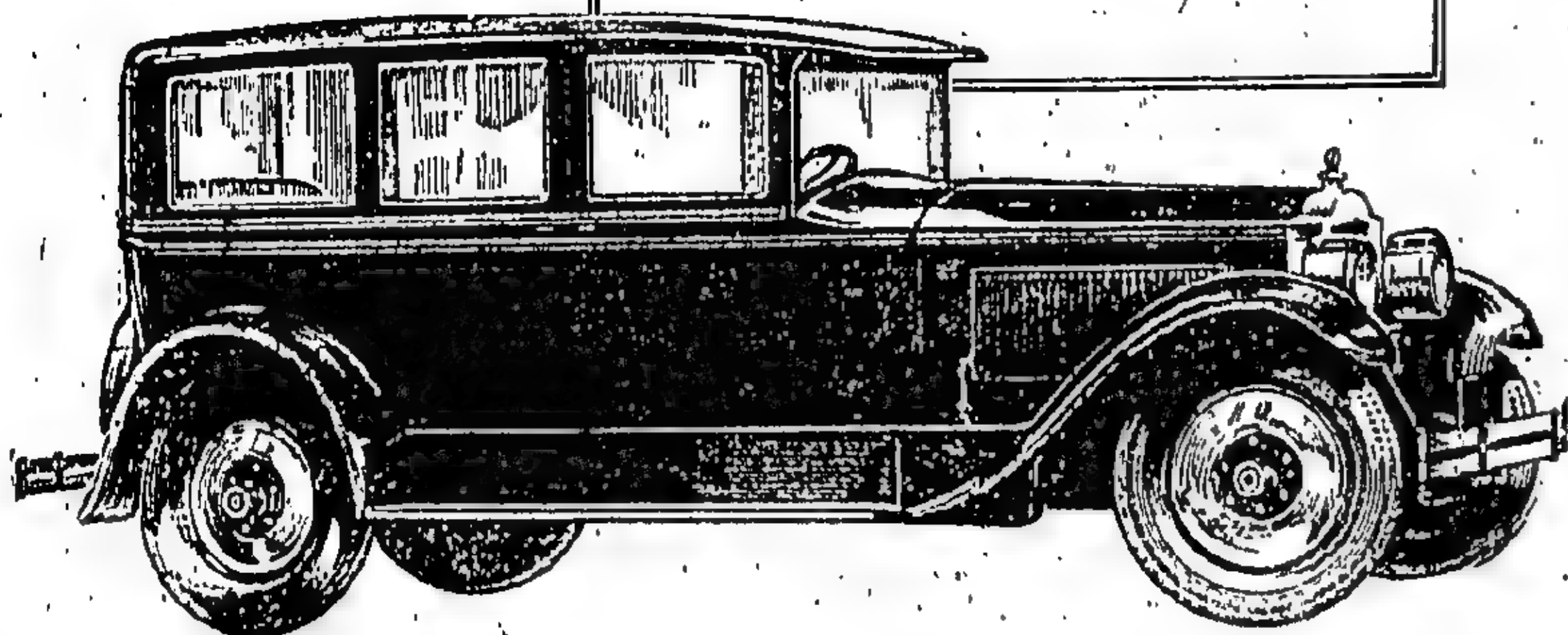
Keep appreciation has greeted Oldsmobile's smart new beauty. Naturally such modish lines and striking colours would win the lion's share of admiration from those who know it only by sight. But every day Oldsmobile performance seizes the attention of those who never knew it before—because you can't know it till you drive the car. This thrilling, smoother performance is the crowning feature of Oldsmobile—the overflowing measure of value now yours at prices lower than ever before.

## THE DRAGON MOTOR CAR CO., LTD.

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**Charm**—There is an irresistible charm in the simple dignity of Packard lines—a slender, well bred appearance as appealing to the man of affairs as to the woman of fashion. Probably no other car in the world has attracted so many distinguished owners.

But Packard's prestige is based upon

something more than external grace and beauty. Every owner, regardless of his mechanical knowledge, senses the superiority of the improved Packard chassis. A matchless agility in traffic—and on hills—plus an ability to maintain thrilling speeds hour after hour are renewing, for many, the sheer delight of motoring.

ASK THE MAN WHO OWNS ONE

# PACKARD

THE DRAGON MOTOR CAR CO., LTD.  
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## HOW TO TREAT A NEW CAR.

The Worst Weeks of Its Life.

[BY JOHN FRIOLEAU.]

For a number of years now it has been generally recognised, even by novices, that practically every new car requires very careful handling for the first thousand miles or so after it has been delivered to its owner. There are one or two instances of cars, mostly of the very expensive kind, which can be driven, practically speaking, in a normal manner from the very outset, their engines and running gear having undergone a lengthy running-in process. This accounts to a certain extent for their high price. These, however, are greatly in the minority, and extremely rare exceptions to the general rule that a car is at its worst and most delicate in the first few weeks of its life.

It is not simply a question of keeping the engine speed low for the first 500 or 1,000 miles. It is on the attention paid to minor details that the successful taking over and running-in of a new car depends. This is growing more essential every year as our cars become more efficient for their size. We get wonderful power and performance from machines which would have been regarded quite literally as toys before the war, but there is no question that these machines require far more tender treatment when they are new, and very often more watchful care when they reach middle age.

After the need for keeping the engine speed down for the first thousand miles or so, the importance of proper lubrication takes a high place in the list of matters calling for particular attention. The oil in a new engine is much harder worked than in an old one, and it is very sound economy to change it often. A gallon of oil costs under 7s., but the repair of big ends, engine bearings, and gudgeon-pin bearings is very expensive. Make up your mind to spend at least twice as much on new oil as the makers of your car recommend. I would even go so far as to advise the inexperienced to change the oil in the sump three times in the first thousand miles.

### Need for Oil and Grease.

Keep a careful look-out, while you are running in the car, for hot bearings anywhere, such as in dynamo or magneto, hubs, and anywhere where it is possible that things may be a little tight owing to newness. It is far better to over-oil than, through laziness, to allow perhaps rather inaccessible places to run dry.

Particular attention should be paid to the oiling or greasing arrangements on the steering gear, and new oil or grease forced in at the various points at frequent intervals. The springs should receive particular attention when the car is new, in respect of lubrication. It is astonishing what a number of cars are sent out, especially from mass-production factories, with an all-round shortage of grease or oil. Only a month or two ago a case of this kind came under my personal experience.

The car was one which enjoyed a good reputation, built by a firm of long standing. The owner, a motorist of considerable experience, was worried at the outset by the extreme noisiness of the gear-box, and he was proceeding to compose a letter to the makers embodying some extremely frank opinions, when it occurred to him to have the top of the box off and see if the teeth of the gears had suffered much damage. The box was bone-dry, and looked as if it had always been innocent of any form of lubrication.

### Dirty Petrol Tanks.

The thing seemed incredible, but there it was for all men to see. Upon this startling discovery we set to work together to go over the chassis from one end to the other, and were at once rewarded by finding the shackles on both back springs also bone-dry. On a more recent occasion I came across a case where a new engine had been sent out with the holding-down nuts of the detachable head insufficiently screwed up. This is not of course so serious a matter as sending out a dry gear box, but it could have led to extraordinarily inconvenient happenings in the form of burst gaskets, if the motorist were far from help.

One of the commonest annoyances found in connexion with a newly delivered car is a dirty petrol tank—one of the most inexplicable and one of the most inexplicable. One would have imagined it to be worth the makers' while to see that the tank was only affixed to the chassis after being emptied of the strange assortment of paint flakes, horsehair, scraps of what look like wool, grit, fillings, and indeterminate sludge, which we all wearily re-

## TIMING A TEST.

Wonderful Recording Instrument.

The hundredth part of a second seems unimportant in our daily lives, yet it assumed vast proportions to the American Automobile Association during the 16 days the three Studebaker Commanders were each breaking all known automotive records by travelling 25,000 miles in less than 25,000 minutes at the Atlantic City Speedway.

In fact this infinitesimal fraction of Father Time's flight became so important that the judges and executives representing the A. A. A. were equipped with the most accurate and elaborate time recording machinery known to science. The equipment used was so accurate that it recorded the hundredth part of a second and did not vary more than one tenth of a second in 24 hours.

The heart of the recording machinery was a Waltham chronometer, the property of the American Power Boat Association. This time recorder was examined and certified by the United States Bureau of Standards to be accurate within one-tenth of a second in 24 hours.

At the finish line in front of the judges' stand a wire was stretched across the track about an inch above the boards. Depression of this wire to the boards caused it to trip an electric stamping machine in the judges' stand. Every time one of the cars passed over this wire the exact time was recorded. Each car made 10,667 laps during the 25,000 mile test and every single lap was recorded with hundredth of a second accuracy.

As the cars passed the finish line and the time was recorded on the long roll of tape, the car's number was set beside the time stamp. Each car carried a coloured light so that it could be distinguished as it flashed across the line during the night.

In addition to the electric recording of each lap, the scorers entered each lap in a horizontal column numbered successively from 1 to 10,667. This latter system graphically showed the exact position of the cars at all times. All stops for fuel, oil or relief drivers were also recorded on these sheets. Pit stops were accurately timed but were not deducted from elapsed time.

The tape upon which the lap times were recorded had reached the tremendous length of 400 feet when the trials had come to an end.

During the tests it was necessary to keep constant check on the speed the cars were making. Consequently the statisticians of the A. A. A. struck a speed average every 10 laps. This average was noted on the tape.

The official elapsed time for each of the two stock model Commander Roadsters was 22,968 minutes for the 25,000 mile distance, an average speed of 65.31 miles per hour. A stock model Commander Sedan covered the distance in 24,200 minutes, averaging 61.98 miles per hour.

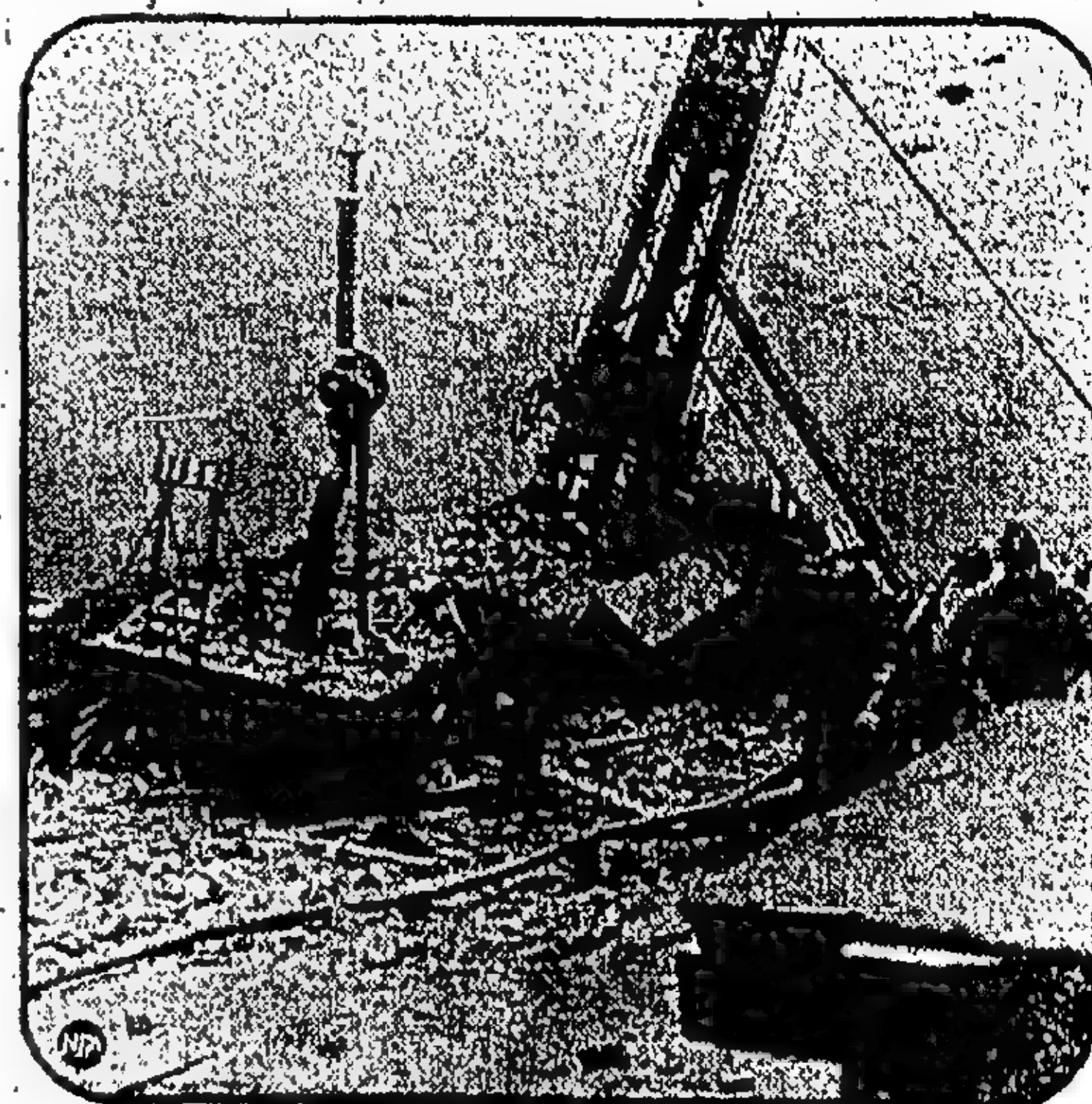
## Death to Friction!



cognise as it comes up eventually to the front chamber.

Apart, then, from the prime necessity of going very gently indeed for the first thousand miles, and of keeping the engine constantly supplied with fresh oil, it will be found to pay very well to carry out an extensive overhaul of the entire chassis, and to make sure by personal experiment that every part is in fit condition. Cleaning out a petrol tank is an extremely difficult job, unless it has, as all tanks should have, a large plug at its lowest point and a filler cap big enough to admit a human hand and arm, but it may be done by flushing it out at the cost of a few gallons of petrol. The precaution may save you hours of delay and annoyance on the road. The fact of the matter is that you must make up your mind to the necessity of doing for yourself what the maker of your car ought to have done before he sold it to you.

## ALL THAT WAS LEFT.



The San Francisco fire turntable after part of the upper stories of a burning building crashed on it.

## THEY START YOUNG.

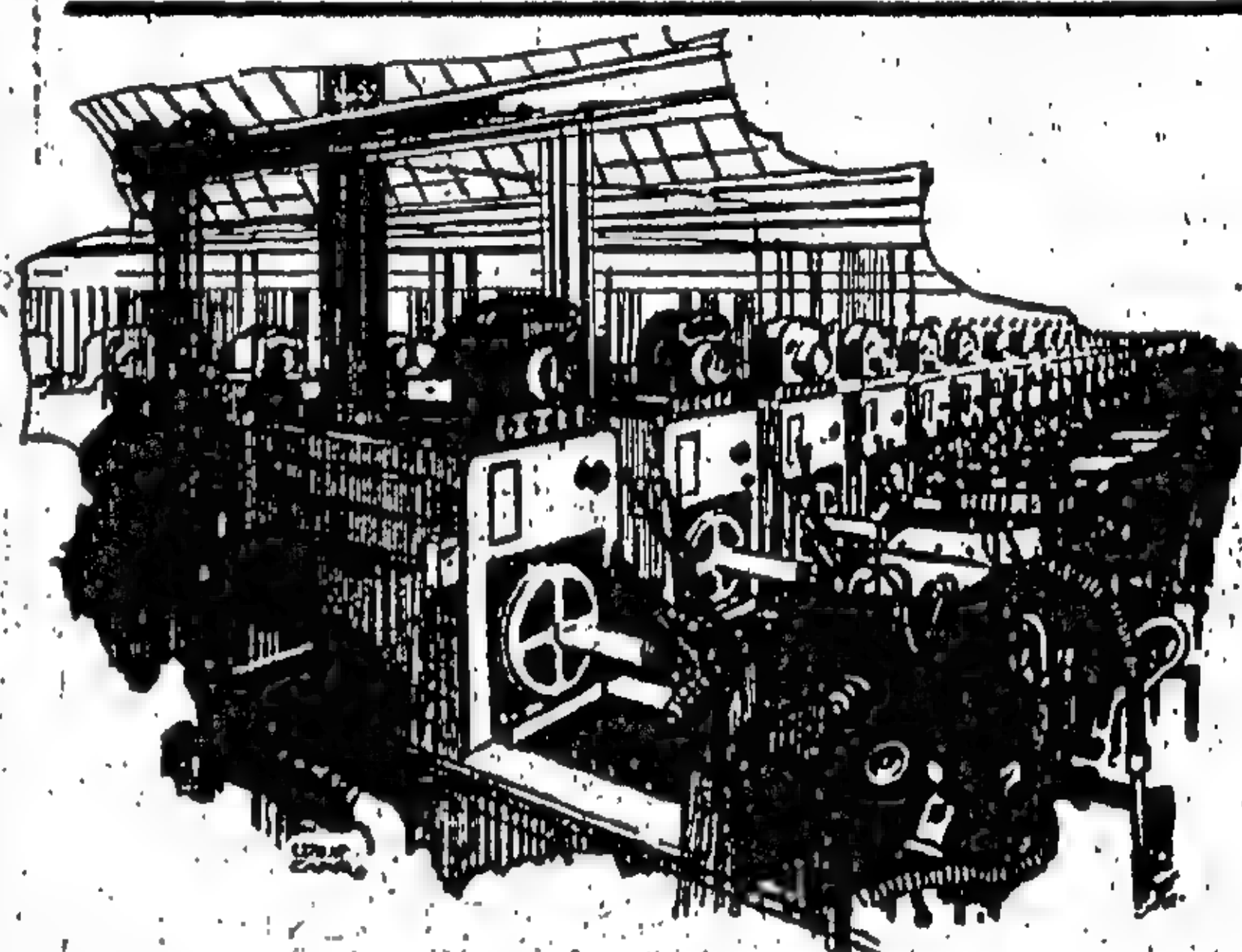
It is estimated that 1,500,000 cars in the United States are owned by minors.

Many of these, it is asserted, are home-made assortments of travelling junk, which are more menace than motors.

## NEW RECORDS.

For the first nine months of 1927 General Motors earned 200,000,000 dol. not more than during any other nine months in its history.

This figure is greater than the earnings for the whole of 1926, which was a record year.

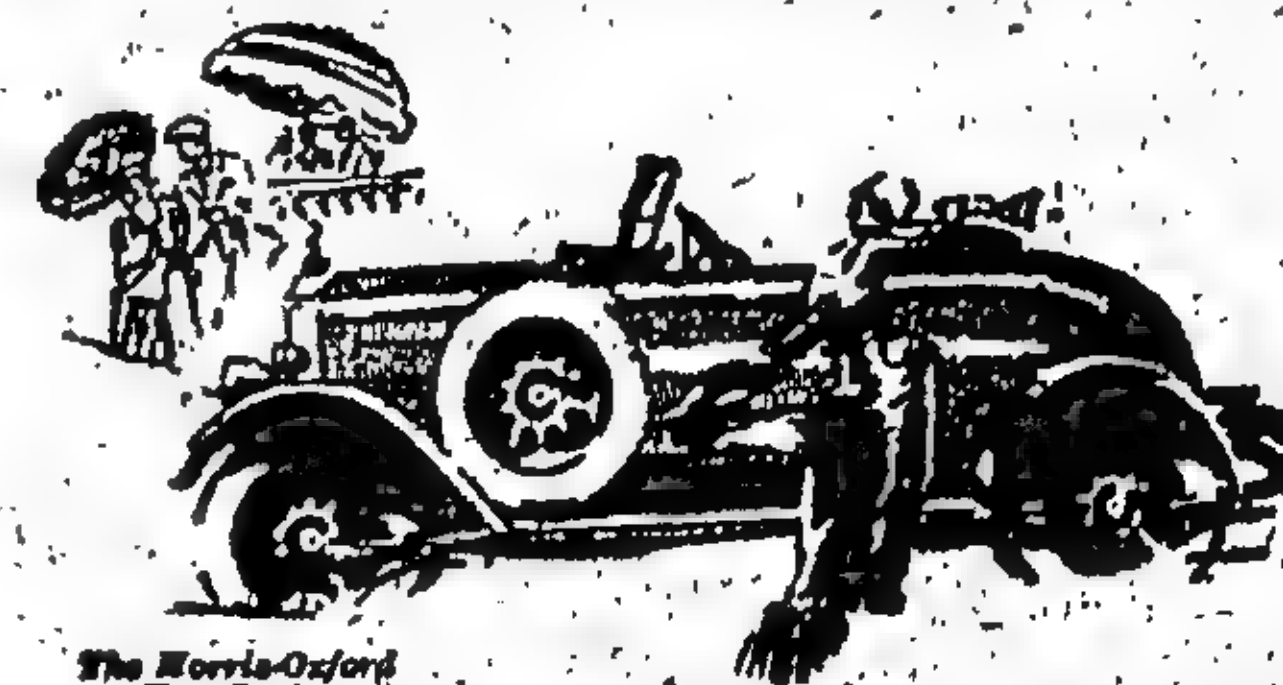


## Proved in the finest Testing Plant in Europe

**SUPERLATIVES** are much-tried words in advertising these days, yet only a superlative can do justice to the Morris Engine Testing Plant. For this plant is literally the finest of its kind in Europe. Here fifty-six electrical dynamometer machines operate seventeen hours per day making sure that every Morris engine is up to the high standard set for it.

And in addition to the production test plant there is gathered daily a wealth of valuable data by the Engine Research Department of Morris Motors.

The plant itself is of minor interest to the non-technical owner of a Morris. What does concern him is the very wonderful results obtained thereby, in the form of the world's outstanding small car value.



# MORRIS

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PRICES FROM £180.0.0

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## The Very Idea!

Uncle had called and, after he had spent some time with his little niece, he began to look round for his nephew.

"Where is Bobby, Cynthia?" he asked.  
"Oh," replied Cynthia mysteriously, "he's very busy, uncle."  
"Busy?" queried Uncle. "What is he doing?"  
"He's upstairs, having the measles."

Shoppers in London's thousands of second-hand bookshops are always on the lookout for a copy of Fitzgerald's "Rubaiyat," published by Quarey in 1859. There were only 250 copies of this edition and it was such an unfortunate venture that the unhappy publisher displayed it on the pavement at four pence the copy. A well-preserved copy of this edition is now said to be worth more than \$1,000.

Dalston-Vandford, of a woman lodger: Her want of dress is the talk of the street.

Wife at Willesden: I own I did yell a bit at my husband, because he is not worth talking to quietly.

Nottinghamshire witness: The only time that woman has spoken to me is once.

Judge Cluer, to a Shoreditch landlady: What do you expect when you call the lodger "that person"?

Barriester to a boy witness at Oldstreet: What did defendant's brother say to you before you came into court? The boy: He said if any one asked me anything I was to tell him to mind his own business.

Mum at the Thames Court: I had a row with my wife. Mr. Cairns, magistrate: A mixture of drink and a row with your wife is a bad one.

He was dining at his club, and, after trying to scrape the last dainty morsel from the woodcock on his plate he remarked to the waiter, "You cannot get much off a beak, James."

"Well, sir," was the reply, "I really think so: I once got 'six months.'"

Some "howlers":—  
A parable is a heavenly story with no earthly meaning.  
The Parliament of 1621 asserted its right to discuss all matters of state!

All brutes are imperfect animals; man alone is a perfect beast.

Sentiment is the mud brought down by a river.

Jewels and dresses valued at £1,000,000 were worn at a mannequin parade at a Mayfair hotel display of Riviera fashions. The London firms who lent the jewelry paid insurance equal to £200 a minute.

"Paid-up" parties are the latest fads among Londoners. It is not everybody who knows what a "paid-up-party" is, and at least one person was astounded to receive the following invitation:

"Please come to a 'Paid-with-thanks' party at... on Saturday. Music and dancing."

Meaning to inquire just what it meant the following explanation was given:

"It's just a little friendly gathering to celebrate the fact that all the instalments have been paid on the furniture and piano. I'm having another one next January to rejoice over the last payment on the motor car."

In view of the growing popularity of buying furniture and motor cars on the instalment plan, there will probably be a large increase in paid-with-thanks parties this season.

The office boy had been told he would not be wanted any more, but he turned up next morning as usual.

"I thought I gave you the sack," said the manager.

"Aye," replied the youngster, "an' ye better no' dae it again. A got intae an awfu' row when A got home."

Britain to-day is better equipped than ever for business.—Lord Riddell.

Nations are living in suspicion and fear of each other.—Dr. Hough, Bishop of Woodwich.

No man is more against war than I am.—Lord Allenby.

Nobody values individual liberty more than I do.—Mr. Ramsay MacDonald.

It is never too late to join the Scout movement. A Rover recently joined at the age of 70.—Lord Jellicoe.

A regulation under the Opium Ordinance provides that prepared opium shall be sold in the Colony in the packages and at the following prices:—Kam Shan opium, 3 cels, \$45; Grade 2 opium, 1 tael, \$14.60; 36 tael, \$5.32; 18 tael, \$2.66; .96 tael, \$0.89; .03 tael, \$0.46.

## AMERICA THE DEBTOR.

### OBLIGATIONS OF CIVIL WAR.

#### TELLING THE TRUTH.

Washington, Dec. 30.

That sore subject, the repudiated debts of some of the southern States of the United States, has again been brought to public attention by an open letter addressed to members of Congress by a firm of solicitors in Scotland.

The letter appeals to Congress, according to an article in the *Washington Star*, to repay the bonds and accumulated interest, now amounting to £50,000,000 due to "British holders in consequence of funds advanced to the Confederate States of America sixty-five years ago."

There is no question in the minds of some sound American lawyers that when these States repudiated their legally issued bonds the obligation for their payment devolved upon the United States Government. These lawyers have never understood the failure of the British Government to bring the matter through diplomatic channels to the attention of the Washington Government, especially since the British Government has been paying on war debt.

The obligations were all contracted for ordinary purposes before or after the Civil War.

A Defaulter.

"In London," says the writer of the *Star* article, "there is a venerable institution known as the Society of Foreign Bondholders, whose business, the writer in the *Star* explains, is to 'collect repudiated debts. Its recurring annual reports 'always list the United States among defaulting and bankrupt nations representing the unrepaid obligations of some of the Confederate States of America incurred in Civil War days, when certain British investors backed Dixie's cause.'"

It is because these untrue statements have been allowed to go unchallenged and the British Government has made not the slightest attempt to put the truth before the American people that the American Government has

## BRITAIN'S EGG SUPPLIES.

### HUGE SUMS SPENT ON IMPORTS.

#### CHANCE FOR EMPIRE.

London, Jan. 27.

Some interesting particulars are contained in a report made by the Imperial Economic Committee on the subject of eggs and poultry. It is stated that while this country produces nearly half of the eggs which it consumes, it spent in the year 1925 no less than £19,000,000 on imported eggs and £2,250,000 on imported poultry from Empire and foreign sources.

This country requires annually somewhere about 5,700,000,000 eggs. Out of every thousand eggs which it consumed in 1925, 433 were produced at home, 95 came from the Irish Free State, five each from Canada and South Africa, and three from Australia. There were 460 of foreign origin, distributed chiefly as follows: From Canada 138; Denmark, 121; Russia, 47; the Netherlands, 35; Egypt and Poland, 22 each; Belgium, 21; Italy, 11; Latvia and Lithuania, 27; Argentina, 10.

It is evident, therefore, states the report, that there is room for voluntary preference on the part of home consumers in favour of Empire eggs.

The report adds that whereas, just before the war, Russia supplied 50 per cent. of imported eggs and Denmark 20 per cent., now Russia, Latvia and Lithuania send only a small proportion, whilst Denmark, Poland, the Netherlands, Belgium, and China have substantially increased their share, and, taken together, represent 80 per cent. of the trade from foreign sources.

The displacement of Russia by Denmark, the Netherlands and Belgium involves more than the substitution of one source of supply for another. Eggs coming from these three countries are generally of superior quality, grading and packing up those which were received from Russia in pre-war days and command prices in London comparable with those of English eggs. Further, the introduction of marketing and export regulations in the Irish Free State, Northern Ireland, South Africa and Australia in the last three years has caused a marked improvement in the eggs received from these sources.—*British Wireless.*

## THE FINANCES OF THE COLONY.

### POSITION AT THE END OF OCTOBER.

A financial statement published in the *Government Gazette* shows that the Colony's credit balance at the end of October was \$4,698,381, as compared with \$4,781,628 at the end of the previous month.

The revenue for October was \$1,949,861, as compared with \$1,732,867 for the corresponding month in 1926, whilst the expenditure was \$2,033,107, as against \$2,229,612 for October 1926.

For the ten months of the year, the total revenue was \$17,130,760, as against \$16,002,669 in 1926, the respective expenditure figures being \$16,918,660 and \$18,415,390.

There will be a public lecture at the Helena May on Monday 6th February at 5.30 p.m. Subject "Evolution of the Intelligence" by Dr. J. L. Shellshear.—*Adv.*

## CAPTAIN AND AN ACTRESS.

### ALLEGED BIGAMY AND FRAUD.

Charges of bigamy and fraud upon the Ministry of Pensions were preferred at the Marylebone Police Court recently against Reginald Frederick George Carter, aged 40, retired Captain in the R.F.A., of Lancaster-gate, Hyde Park. He was committed for trial on the bigamy charge and remanded on the other.

A detective said that in reply to the charge of bigamy, Carter said: "I know it would come sooner or later. If I had paid the Divorce Court costs this would not have happened." He had a passport, the detective added, and it was his intention to leave the country.

Mr. Groatkin, solicitor for the Director of Public Prosecutions, said that Carter was married on July 15, 1925, at St. Olave's Church, Stoke Newington. In 1925, his wife commenced divorce proceedings, and a decree nisi was pronounced on April 9, 1926. That decree had never been made absolute. On October 10, 1925, Carter was in America with an actress, named Margaret Dora Mend, and he married her in Manhattan, New York. In the early part of this year, he applied for a marriage allowance from the Ministry of Pensions in respect of Miss Mend, whom he claimed to be his wife, and on March 29, he obtained £4 10s., May 2 £2 6s. 4d., and on September 30 £1 7s. 2d.

Miss Mend said that she had known Carter three years. In October, 1925, she was in business with him in America, and on October 10 they were married. He gave her to understand that he was a divorced man. Since then she had lived with him in America and England.

Cross-examined by Mr. Dudley for Carter, she said that she had lived with him six months before marriage, but she did not know that she was the woman referred to in the divorce proceedings. Both she and Carter thought that the divorce had gone through.

## STUDIOUS CITY.

### GROWING DEMANDS ON L.C.C. EVENING SCHOOLS.

The Londoner, like the Athenian of old, is ever thirsting for some new thing. Knowledge is pursued by him more eagerly than in any other part of England, and is provided for him more lavishly than in any other capital in the world.

The Christmas term that has just ended in the London County Council technical institutes and evening schools has seen an increase of 10,000 when compared with the number of students of last year. "We look on our 104,000 learners," said an official of the L.C.C. "as the salt of the earth."

Interest in non-vocational subjects has notably increased during the past year. Londoners are not only keen to improve at their job, but wish to become cultured as well.

"In London it is possible to form a class for any subject, and the combinations adopted by some pupils are curious. One young man is 'taking' Sanskrit, engineering, and salesmanship; another, mechanical refrigeration and English."

"A bigger" proportion of Londoners go to evening schools than in any other town or city. Only Edinburgh and a few other places in Scotland, where the passion for education is traditional, can rival us."

## CHILEAN PETROL BILL.

### NO CONCESSIONS TO ALIEN INTERESTS.

#### EXPLORING FOR SELF.

Santiago de Chile, Jan. 27.

According to the terms of the Government Petroleum Bill, suspending all concessions except to Chilean subjects, which has passed the Chamber and is now before the Senate, the applications of British and American interests for oil concessions in Southern Chile will be rejected.

The Bill authorises the Chilean Government to explore the region on its own account, reserving the right to grant concessions as it sees fit, after determining whether there is oil, and if so, how much.

When the Government's Bill was introduced, applications for concessions were pending from the Standard Oil Company of New Jersey, the Pan-American and the Anglo-Mexican Oil Companies, the last named representing the Royal Dutch and Mexican Eagle Companies.—*Reuter's American Service.*

## BALANCE OF POWER IN HUNAN.

### NEW WUHAN ALLIANCE DEVELOPS.

Shanghai, Jan. 27.

It is reported that Chiang Kai-shek has now abandoned all hopes of convening the 4th Plenary Conference at Nanking.

The redistribution of the balance of power in the Hupoh-Hunan area continues. It is reported that the 44th Wuhan army, mostly composed of Hunanese, has defeated and joined the 8th Hunan Army which is now retreating from Changsha towards Hengchowfu.

The 19th Wuhan Army has reached Changsha and is sufficiently in agreement with the 35th and 36th Hunan armies as not to be opposed to them.

It is reported that part of the 2nd Army from Shensi may join the New Wuhan alliance. The 6th Army under Chen Chien, now in the Tung Ting Lake area, is not popular with the new alliance.

Naval Wireless.

Hankow, Jan. 27.  
Martial Law still continues.—*Naval Wireless.*

## LORD BLEDISLOE TO RESIGN.

### INTERESTED IN PASTURE LAND.

London, Jan. 27.

It is officially announced that Lord Bledisloe, who is returning home from South America, is resigning from the post of Parliamentary Secretary to the Ministry of Agriculture, in order to take up the chairmanship of the Imperial Grassland Association, which is being formed under the auspices of the Imperial Chemical Industries, Limited, with the object of improving the pasture land of the Empire.—*Reuter.*

Interests of Agriculture.

London, Jan. 27.

It is announced that Lord Bledisloe will be the Chairman of the Imperial Grassland Association.

In view of the importance at the present time of grassland farming, Lord Bledisloe is of opinion that he can best serve the interests of agriculture by taking up this work and resigning his ministerial appointment.—*British Wireless.*

## "PRAGA" FIGHTS.

### THREE HOURS OF GUN FIRE.

Shanghai, Jan. 27.

The *Evening News* publishes a report from Tsingtao that the Praga arrived there despite the attempt of the Nationalist gunboat Feihu, to hold her up on Wednesday morning off Shantung.

The Praga is alleged to have ignored the Feihu's signals to stop and to have exchanged gunfire for three hours before outdistancing the Feihu.—*Reuter.*

[The s.s. Praga is a German-manned steamer flying the Czechoslovakian flag, and was on its way to Chinwangtao from Manila, with a consignment of 90,000 rifles for Marshal Chang Tso-lin's forces. A Reuter message from Manila stated that the Praga had made a wide detour to the Formosan Straits in order to avoid Nationalist gunboats said to be on the look-out.]

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disclaimed all responsibility for payment of the bonds, although the responsibility appears well established on legal grounds.

The *Baltimore Sun*, one of the oldest and most respected American newspapers, said in a leader a few days ago.

"One fails to see how the British demand that the United States itself assume responsibility can be reasonably dismissed. Our position has become more untenable in view of what these creditors plainly point out, that while we steadily press our own claims we just as steadily dodge our debts even though small in comparison with the amounts we are insisting upon collection. The feeling cannot be avoided that while the American view may be based on some logic and a good deal of law, Britain's case has behind it at least as much logic and considerably more of common notions of honesty and fair play."

The forthcoming wedding is announced of Mr. Wilfred Herbert Owen, architect, residing at "The Blarney," Pokfulam, to Miss Emma Margery Score, of St. George's Hotel.



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## NEWSPAPERS LEAD ALL OTHERS

An interesting survey was recently conducted of a middle western American city of more than half a million people, to find out where the buying public received its inspiration for their purchasing. The question was asked what form of advertising influenced them most—magazine, street car, billboard or newspaper. In order to be fair, newspapers were put at the end of the list. The results were as follows:

Kind of Advertising	Number Influenced	Per Cent Population
Newspapers	110,868	90.3
Magazine	9,059	7.3
Street Car	2,030	1.6
Billboard	731	0.6



### BOXING TOURNEY.

SPECIAL SEATING AT  
LEE THEATRE.

THE MEN IN TRAINING.

[By "Wanderer"]

It is gratifying to learn that the Hongkong Boxing Association is adopting different arrangements for its next tournament, to be held at the Lee Theatre on Saturday next, than attained at the previous show. It may be taken for granted that there will be no further complaints.

Ringside seats are to be provided, this forming the principal advance on old arrangements. The Lee Theatre is ideal for boxing tournaments, its only disadvantage being its situation. Special arrangements will, however, be made with the tramway company in order to facilitate patrons in getting away quickly after the show.

#### Run Round the Camps.

A run round the training camps showed that Marine Frazier, Stoker Sharples, Stoker Broad, Signalman Batson and Signalman Shons are all getting the benefit of P. O. Burgess's experience at his "school" in the Naval Cantonment Theatre. One thing is certain, no matter what material passes through his hands, P. O. Burgess puts them in the ring at the peak of their fitness, apart from the knowledge which he is able to impart to the younger men in his camp. The open door is there for anyone who cares to see the boxers working out, between five o'clock and seven o'clock (pip emma, of course).

#### Signalman Morris.

"Sky" Kerrison, the ex-welterweight champion of the Colony, knows a good man when he sees him. Signalman Morris is the most promising exponent in his camp at present, and undoubtedly by this youthful performer, is a coming champion of the Colony. The middleweight title may prove a little too much for him on Saturday, though it would not be safe to suggest it in the Kerrison camp, but at his own weight, which is welter, there is nothing in the Colony at present to approach him either in a fight, or in a boxing contest.

Marine Harris and Pte. McGregor are also Sky Kerrison's proteges.

#### da Silva Impresses.

The other contender for the Colony's middleweight championship, Jose Pinto da Silva, is training under Harry Marriott, ex-lightweight champion of the Colony, at the Kowloon Dock. He has been impressive in sparring bouts, and may safely be accepted as a worthy opponent for Morris. Marriott, too, is quite prepared to give interested fans an opportunity of witnessing da Silva in his work-outs.

The majority of the men are already in sound shape, and the others will need very little coaxing. The feature of the tournament next Saturday is the number of return contests, which speaks for itself. The Boxing Association is not prone to repeating fights, which turn out poorly.

### INTERPORT GOLF.

HONGKONG SECURE WIN  
OVER SHANGHAI.

#### SURPRISING FINISH.

After having been behind at the tiffin interval in two out of the three foursome matches played between Hongkong and Shanghai in the Interport golf tournament at Fanling yesterday, Hongkong rather surprisingly finished up by winning two out of the three. The details were:

Pendered and Dodwell (Hongkong) beat Budd and Blinko (Shanghai) 10 and 9.  
Erakina and Bloxham (Hongkong) beat Malcolm and Pilcher (Shanghai) 3 and 2.

Andrews and Murray (Hongkong) beat Cumming and Pettitt (Shanghai) 9 and 7.

It was generally thought that the Shanghai team would prove to be better than Hongkong's and the win of the locals, especially after they were slightly down at tiffin is distinctly creditable.

#### The Day's Surprise.

The surprise of the day was the failure of Hongkong's leading pair, Pendered and Dodwell, to stand up to Blinko and Budd, of Shanghai. The morning golf was distinctly different for such good players, Hongkong doing nothing right. Shanghai finished 9 up on the morning round. After tiffin, the play was very even, Shanghai never losing their big lead. The game ended at the ninth, Shanghai winning by 10 and 9.

#### Close Match.

Undoubtedly the best game of the day and also the best of the whole tournament so far was that played by Erakina and Bloxham against Malcolm and Pilcher. Completing the morning round in the low score of 76, the Shanghai pair were only two up on Hongkong. It was an interesting duel all the way round, each hole being closely contested. In the afternoon Erakina and Bloxham staged some very fine golf and had evened up the score by the time the Long Hole had been played. Winning several holes in under a bogey, they became three up by the time the tee at the Gem was reached. Shanghai took the Gem in three, Hongkong won the Horizon in four, Sandy's Pulpit was halved in four, Shanghai won the Alm-chair in four, and Hongkong won Branside in three, thus winning what had been an exciting match by 3 and 2.

#### A Big Win.

Andrews and Murray (Hongkong) beat Cumming and Pettitt (Shanghai) by 9 and 7, after having gained a lead of 4 up in the morning. The Hongkong pair played splendid golf in the morning, going out in 35. They led throughout, being much steeper than their opponents. In the afternoon, Andrews and Murray again showed consistent form and turned with no less than 8 up. The Saddle was halved in four, and the game came to an end at the eleventh, where Hongkong won to finish matters to the tune of 9 and 7.

#### To-Day's Match.

The match to-day is between Shanghai and Manila—four balls in the morning and singles in the afternoon.

London, Jan. 27.

An anonymous donor has given £10,000 to the King Edward Hospital Fund for London. In the last five years the fund has received over £80,000 in anonymous gifts. —British Wireless.

### LOCAL HOCKEY.

VISITORS FROM MACAO  
DEFEATED.

A team from the Macao Hockey Club met the Hongkong University on the latter's ground yesterday evening and were defeated by the margin of four goals to two. The game was fast throughout, there being many tense and interesting moments. Pedrian, the visiting inside left, can be singled out as the most dangerous man in the forward line, while Leite, in goal, saved many hard shots. The backs of the visiting team were responsible for keeping down the University score.

The home team combined well, showing good balance with ability and initiative. A. A. Rumjahn was perhaps the best, being constantly conspicuous in the breaking up of attacks.

Pedrian scored both goals for the Macao team while those for the University were obtained by Lam (2), Loke 1, and Enok 1.

The teams were as follows:

Macao:—P. Leite, R. K. Todd, C. B. Slippner, J. D. Delgado, F. da Costa (captain), E. C. Adams, A. A. Mello, F. Tholo, F. Ramalho, A. C. Pedrian, and F. Plata.

Hongkong:—P. L. Tan, G. S. Sculley, A. A. Rumjahn, P. C. Lim, K. T. Loke, (captain), Y. C. Teh, G. E. Yeoh, K. P. Gran, C. K. Ong, C. W. Lam, and V. Enok.

### LOCAL HOCKEY.

CLUB TEAM AGAINST THE  
ARMY.

In the Sim Shield competition, the Hongkong Hockey Club is to play the Army, on the U. S. R. C. ground at Kowloon on Wednesday at 4.30 p.m.

The Club team will be:—W. J. Lockhart Smith; J. E. Henry and D. Lyon; A. A. Dunn (Capt.); J. E. Noronha and L. M. S. Lloyd; G. B. Slippner, W. Woodward, F. G. Wheeler, B. W. Sampson and T. Whitley.

The following will represent Club de Recreio in a friendly hockey match against the Macao Hockey Club at King's Park Ground on Sunday at 10.30 a.m. sharp:—H. M. Barros; L. Carvalho and D. Souza; A. A. R. Botelho, J. E. Noronha and C. Basto; C. Roza Pereira, D. Lopes, H. A. Alves, R. C. Reed and J. A. de V. Soares Reserves:—H. Botelho and P. M. N. da Silva.

### LAWN TENNIS.

THE U.S.R.C. TOURNAMENTS  
CONCLUDING.

The tournaments conducted by the United Services Recreation Club are drawing to a conclusion and it is hoped that the finals of the Open Events will be played some time at the end of next week.

In the Open Doubles, Major Lucas and Major Stevenson entered the final by defeating Capt. Graham and Capt. Tryingham, 6-7, 6-1, 6-3. The other finalists are Surg. Lieut. Com. Norv. and Pay Lieut. Waters, who beat Rev. G. K. Hewitt and A. Whitworth, 6-4, 6-1.

Capt. Graham has reached the final of the Open Singles and will play the winner of the match between Major Stevenson and Lieut. Hale.

In the Ladies' Singles, Mrs. Thorpe and Miss Lund are the finalists, while Dr. and Mrs. Tryingham and Major Lucas and Mrs. Grimbly will meet in the final of the Mixed Doubles.

Many pounds were given away just before midnight in London on New Year's Eve by an elderly man in evening dress who went along the Victoria Embankment looking for "down and outs." He was in a dark blue Rolls Royce car, and stopping at intervals, got out and shaking hands with them, wished them "A Happier New Year," leaving ten shilling notes or half-crowns in their hands. He refused to give his name, and his car disappeared into the snow before the recipients met at the coffee stalls and the news of his coming had spread.

### BRITISH TENNIS.

ADVANCE OF MR. E. HIGGS  
TO FIRST PLACE.

#### THE TOP TWENTY.

About this time last year, I contributed to The Observer a ranking list of home players, containing some seventy or eighty names. I propose, on the present occasion, to limit the scope of my list to those of whose doings both personal observation in the course of my work during the year and a close collation of the results of their matches lead me to believe are the "Top Twenty" in this country at the present time. The general play of the whole year, on grass, hard, and covered courts, and both in tournament and match play, is taken into account, and only such players considered as would be eligible to represent the country in international matches.

It is not a simple or an easy task to compile such a list; and it will probably dissatisfy some whose names are not in it, and even some of those included; but it sincerely represents my own view, founded on the "general form" of the players during the season. It is not, of course, in any way an "official" list; probably many of my fellow-referees would not agree with it in detail; but it is because I have the best of reasons for being convinced that a ranking list does greatly interest players generally, and is moreover an undoubted incentive to them to improve their play so as to be included, or to raise their position in such a list, that I have again attempted a task which many besides myself would be pleased to see undertaken officially by the Lawn Tennis Association.

My list is as follows:—

1. E. Higgs ..... (17)
2. D. M. Greig ..... (2)
3. J. C. Gregory ..... (1)
4. H. W. Austin ..... (4)
5. G. R. O. Crole-Rees ..... (14)
6. C. H. Kingsley ..... (3)
7. O. G. N. Turnbull ..... (5)
8. H. K. Lester ..... (6)
9. N. Sharpe ..... (15)
10. R. Lycett ..... (16)
11. J. Pennyquick ..... (—)
12. I. G. Collins ..... (—)
13. W. H. Powell ..... (—)
14. G. P. Hughes ..... (11)
15. J. M. Hillyard ..... (8)
16. J. E. Gilbert ..... (10)
17. M. V. Summerson ..... (—)
18. E. C. Peters ..... (—)
19. D. A. Hodges ..... (—)
20. H. W. Standring ..... (—)

The figures in brackets represent the positions of the players in my 1926 Ranking List. Where no figure is given the players were not placed in the first twenty.

#### Higgs's Improvement.

The most notable difference between my 1926 list and this year's is the rise of E. Higgs to the top of the list from a comparatively lowly position. But I consider Higgs has well established a claim to be the best singles player we have: his record for 1927 represents a very marked advance on anything he has done before. Besides at one time or another defeating most of our own prominent players, he has beaten (in Davis Cup matches) Garrell and Worm, of Sweden, and Malmstrom, of Denmark, besides R. George (France), H. G. Mayes (Canada), and F. T. Hunter (U.S.A.); while he only went down to Borotra (France) in a five-sets match at Wimbledon. He has also been beaten by Tilden, Hunter, Bousaus, Ulrich, and Moldenhauer, but the only home players who have defeated him are Crole-Rees and Hodges, early in the season before Higgs had really "found himself."

D. M. Greig, who comes next, occupies the same position as in 1926. He has not played a great deal, but he has only suffered defeat from three home players during the year, and he has twice beaten both Kingsley and Crole-Rees. Third is J. C. Gregory, who headed my list last year, and might have done so again if his profession had allowed him more time for play and practice. Lack of

### CRICKET.

FRIENDLY MATCHES FOR  
TO-MORROW.

The following will represent the Hongkong Volunteers in a friendly match against the Chinese Recreation Club at Causeway Bay to-morrow afternoon starting at 2 p.m.: J. H. Ashworth, H. Buxton, C. T. Evans, E. C. Fincher, J. E. Hancock, J. C. Lyle, G. D. Mead, O. Moor, H. V. Parker, A. Reid and E. Zimmerman.

#### Varsity Teams for Week-end.

The following will represent the University second eleven in a friendly match with the C.S.U.C. seconds on the same ground this afternoon.—A. Baker (captain), W. M. Glavin, M. B. Osman, B. N. Sudan, A. B. Suleman, K. T. Loke, S. B. Kermani, A. Chan Fook, S. F. Chen, A. T. Lee and H. T. Barma.

The following will represent the University "B" team in a friendly match with the Club de Recreio "B" team to-morrow afternoon on the same ground.—A. Baker (captain), A. B. Suleman, A. A. Aziz, S. F. Chen, B. H. Schroter, N. P. Kanjanjit, C. E. Yeoh, F. Hosheim, A. Rodrigues, H. T. Barma and A. M. Oher.

this opportunity has caused him to be beaten twice in 1927 by players certainly inferior to himself, but he has a number of good victories to his credit. H. W. Austin, who follows, has also not played a great deal; if his strength permits he may even yet fulfil the high hopes which were entertained of him early last year. G. R. Crole-Rees, who advances from fourteenth to fifth place, has very well earned his promotion. He has a very long list of victims including Greig, Higgs, O. G. N. Turnbull, N. Sharpe (twice), and S. M. Jacob, but all of these (except Sharpe and Turnbull) have also beaten him, and he has also lost to Austin, Gregory, and some others. His finest achievement was undoubtedly defeating L. Raymond (South Africa)—a "seeded" player—at Wimbledon.

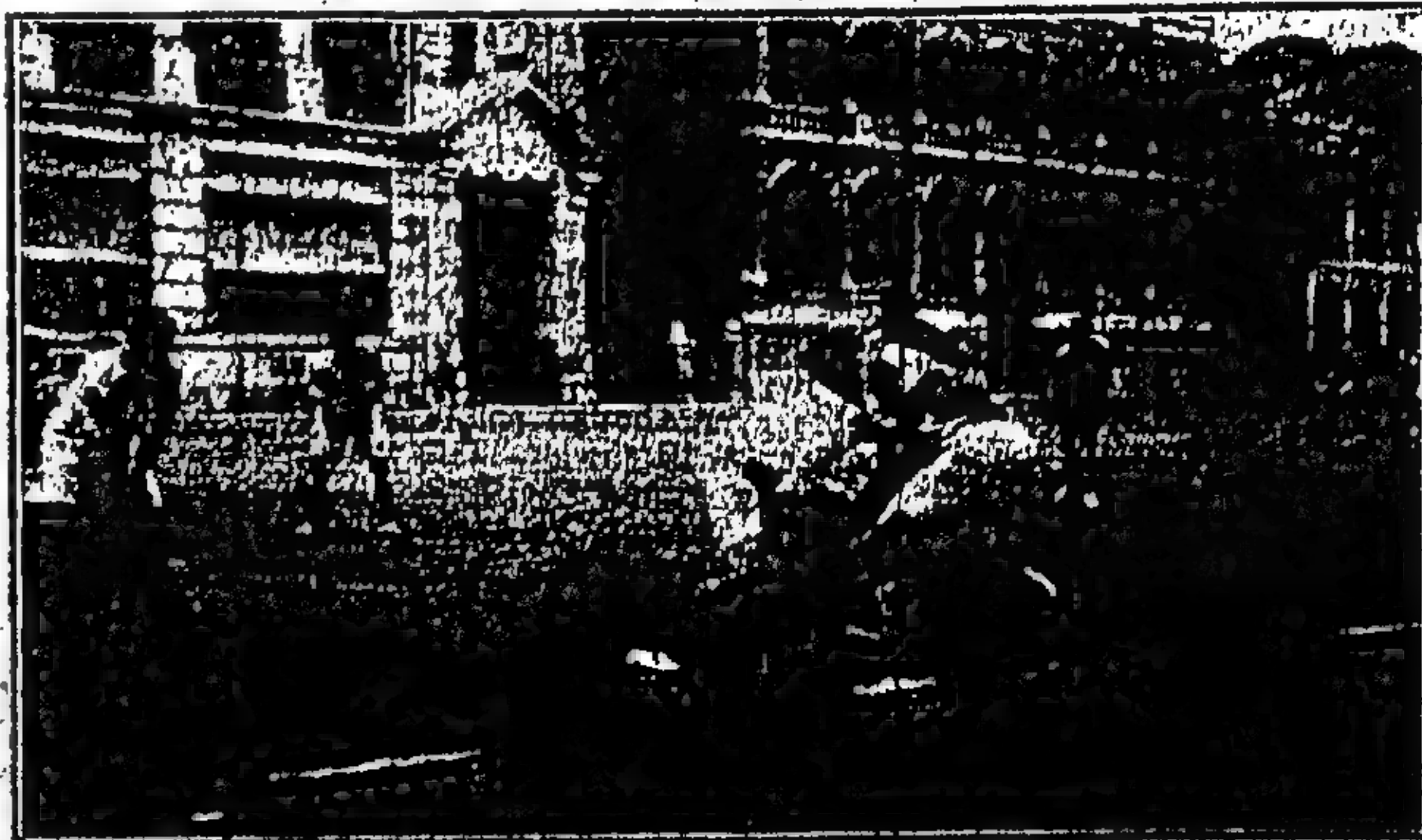
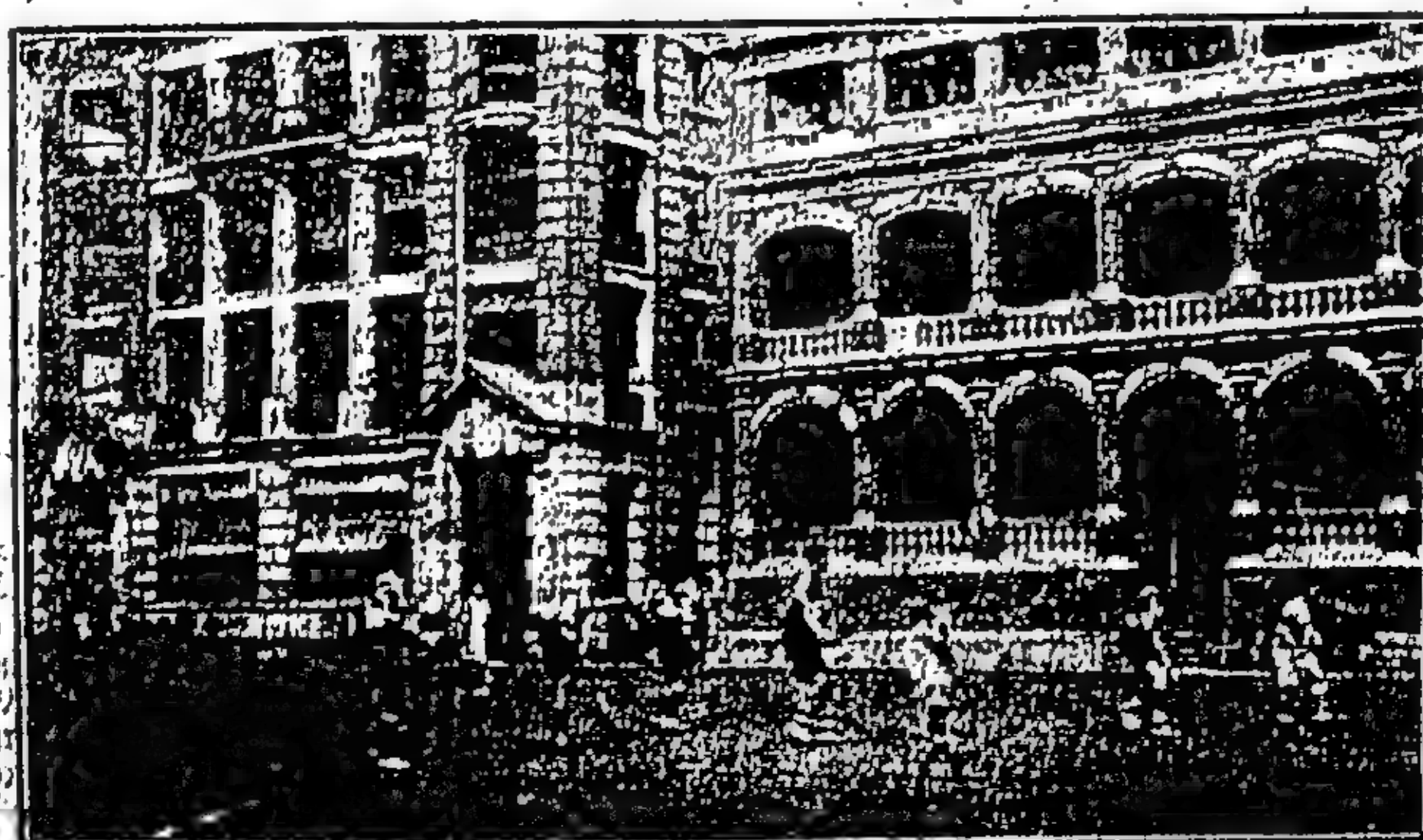
#### Men of Promise.

C. H. Kingsley was kept out of competitive tennis for a great part of the summer by his doctor's orders; fit and well, he would not have dropped from third to sixth place. G. R. Turnbull, too, has played little; a similar comment applies to him. H. K. Lester, except for good victories over J. Condon (South Africa), and Austin, has been rather disappointing. N. Sharpe has several good performances to show, especially in dealing with foreign opponents, and it has always taken pretty good players to beat him.

R. Lycett still shows flashes of his former brilliance and tenacity, but he is, naturally, past his best. Close on the heels of the first ten come three young players who have all made a big advance this year. J. Pennyquick, among many other victims, has beaten S. M. Jacob twice and the Hon. C. Campbell; I. G. Collins, the Scottish champion, has Kingsley's and Austin's scalps at his belt; and W. H. Powell, captain of Cambridge, has beaten Crole-Rees, Jacob, and W. Washburn (U.S.A.), besides a number of others who would have defeated him in 1926. Three promising players these. G. P. Hughes has scarcely made the advance expected of him; J. M. Hillyard and J. E. Gilbert have not played as well as they did last year. M. V. Summerson has a victory (quickly avenged) over Gregory to his credit; E. C. Peters and D. A. Hodges have both done good things at times; H. W. Standring has made progress, and has some good victories to his credit.

Though not quite good enough to find a place (in my opinion) in the above list, there are three quite younger players who may have a chance of playing themselves into it next year. These are J. S. Oliff, E. A. Dearman, and E. R. Avory. Oliff is probably the one who shows most real promise; for he has, when he chooses, a very powerful attack, and great recuperative capability. At present he is a lazy player, lacking in concentration; if he can overcome this fault, he ought to make a name for himself.

### RECENT INTERPORT HOCKEY MATCH.



The Hongkong Hockey Club recently sent a team to Shamen to play the Concession eleven. Shamen won by eight goals to three, and the above pictures show (on left) Hongkong taking a penalty corner and (on right) a bully-off on the 25 yards' line. (Photos: "Welcome Studio").



# BOY AND GIRL EDUCATION.

## HEADMASTERS URGE DIFFERENTIATION.

### VARYING NEEDS OF SEXES.

Rugby, Dec. 22.

An emphatic declaration that the education of girls need not be identical with that of boys was the chief feature of the Headmasters' Conference here to-day. It appeared that the Headmistresses' Association have been asking for a relaxation in the group system of subjects for what is known as the School Certificate Examination.

Under this system, the young person must take subjects in certain groups. The Headmasters are not altogether against compensation for weakness in one group being given to an examinee who is strong in another. But they rather appeared to suspect that the headmistresses wanted to make the examination easier.

Perhaps it ought to be explained that the examination under discussion is that taken by pupils about 16 years of age and that a good pass in it usually excuses matriculation. The debate arose on a motion by Dr. T. Terry Thomas (Leeds) and Mr. W. Edwards (Bradford), which suggested a modification of the headmistresses' memorandum.

The discussion was rather technical until Dr. Norwood (Harrow) explained that the school certificate in the theory of the Board of Education was to be an examination which 80 to 85 per cent. of the candidates should pass. The average passes had been 67 per cent. Since the war a new factor had come into play. There had been a very considerable increase in the number of secondary schools and a vast increase in the number of pupils. There was evidence that many were finding it very hard indeed to reach the standard of the school certificate, and the question was asked whether the group requirement was the right requirement to make.

It was urged that it was forcing a great number into the "black coat" occupations. Of the girls, it was pointed out that the

majority were going to be wives and mothers, and the proper education was one which gave full value to the aesthetic and domestic side. The question was further complicated by the fact that headmistresses were all convinced that what is sauce for the goose must always be sauce for the gander.

Dr. Norwood said that there were several possible courses of action, and he asked "Should there be a differentiation?" The present school certificate did not suit the girls' schools, and the examination system itself was becoming burdensome to the secondary schools now that they were flooded with material not quite so good as formerly.

After further discussion Mr. F. Fletcher (Charterhouse), the President, moved, as an amendment, "That in the opinion of this Conference it is neither necessary nor desirable that conditions of examinations imposed should be identical for girls and boys." He said that he was strongly of opinion that it was a mistake to try to make the education of girls and boys run exactly on the same lines. He did not think girls gained by the rather hot-house competition sometimes involved. The fact that a certain number of headmistresses found the School Certificate a real burden and strain to a much greater extent than the headmasters, was definite evidence that the lines of education might be separate.

#### Dr. Allington's View.

The Rev. Dr. Allington (Eton) seconded Mr. Fletcher's amendment. He declared that there was no reason why, in this or any other matter, girls' schools should follow the lines of boys' schools in all respects. Girls' schools had modelled themselves too closely on those of boys. What was wanted was some genius to arise among headmistresses who would do for girls' schools what some great predecessors of theirs had done for boys' schools. He did not see as many signs of that as he would wish. The sooner and more decisively they laid it down that this similarity was neither necessary nor desirable the better for the education of the girls.

In the course of some further discussion the Rev. C. Grant (St. George's, Harpenden), the headmaster of a co-education school, said that as the nearest approach to a headmistress in the Confer-

ence—(loud laughter)—he agreed that there ought to be differentiation. He had as many girls passed as boys, but they suffered more in the process.

After such first-hand evidence there was no more to be said on the question of making girls pass the same examinations as boys, and Mr. Fletcher's amendment was unanimously approved.

The Conference then agreed that, while it wished to retain the group system, it would urge that the principle of compensation between groups should be generously applied.

#### Ordained Schoolmasters.

Earlier in the afternoon the problem of the ordained schoolmaster was discussed, and it was decided to approach the Archbishop with a view to obtaining a measure of agreement amongst the Bishops as to the conditions governing the ordination of schoolmasters and prospective schoolmasters.

In moving the solution, the Rev. H. B. Power (Hurstpierpoint) admitted that Bishops were stretching a point when they ordained schoolmasters under any conditions. Neither a schoolmastership nor a school chaplaincy was legally covered by the Thirty-third Canon, which dealt with the "titles of such as are to be made ministers."

Convocations had recently decided in favour of a special training of not less than 18 months in a theological college, even for graduates.

The Rev. E. Hayward (Monkton Combe School, Bath), in seconding the motion, said he had an eminently suitable man on his staff who wanted to be ordained, but he simply refused to be immersed in a theological college for 18 months. That man had been to Oxford, and had taken theology there.

After further discussion the resolution was carried nem. con. The Conference then went into private session.

New York had a merry time seeing the Old Year out and the New Year in, and, as usual since Prohibition came in, paid for it. Twelve bodies are in the New York morgue as the result of poisoned liquor and its after-effects of pistol and knife wounds, and cases of alcoholism in the hospital wards are too many to be counted.

## EAGLE EYES FOR SUBMARINES.

### ADMIRALTY TESTS WITH STOWED AIRCRAFT.

Among a limited circle outside the Navy it has been known for some time that experiments were in progress with aircraft in submarines.

Now the secret has been revealed by an announcement in the "London Gazette" dealing with the pay of Fleet Air Arm Pilots and Naval Observers when serving in submarines.

For the past years the American Navy have been carrying out experiments with small folding seaplanes in their V-class submarines, and it is probable that other nations, possessing submarines of 500 tons or more, have been doing the same.

The chief disability of the submarine has always been her comparative blindness, visibility being limited to the small horizon from her conning tower. A seaplane that can be flown from the deck of a submarine gives at once to her parent a horizon of some hundreds of miles and adds enormously to both the offensive and defensive qualities of the underwater craft.

Aircraft and submarines have been used in conjunction before now, but it will be a far different matter if the two weapons are successfully combined in one unit. The problem of doing this is far from solved, as there are many difficulties to contend with—lack of space being the most important. At present, only the smallest seaplane, or flying boat of comparatively small performance and carrying capacity, could be placed in the largest submarine, and it is only possible to launch the aircraft in calm weather. But the size of submarines is at present unlimited, and the recent wonderful developments of the small seaplane—as witnessed by the Schneider Cup race—indicates that the aircraft-carrying submarine will be one of the most interesting naval developments of the near future.

A Bill imposing a tax of 10 francs for each valve of a wireless receiving set has been prepared by M. Bokanowski, Minister of Commerce. The money will be used to enable the French wireless concerns to maintain their former standard.



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# BLUE TICKET WEEK

## AT WHITEAWAYS

MONDAY to SATURDAY  
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Preparations for Stocktaking have revealed a lot of Stock which we do not want to carry forward. This Stock has all been marked down in many cases far below cost and ticketed with Blue Tickets.

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**All Stock with Blue Tickets must be cleared.**

COME EARLY. BEST BARGAINS GO FIRST.

# WHITEAWAYS

HONGKONG.



## SOME IMPORTANT EVENTS IN 1928.



Jerusalem, Palestine.	March 19th-April 1st. Missionaries' World Congress.
London.	June 26th-July 7th. World's Dairy Congress.
Amsterdam, Holland.	July 28th-August 12th. Olympic Games.
Cambridge, England.	July 14th-25th. International Geographical Congress.
Munich, Bavaria.	July 26th-August 31st Wagner and Mozart Festival.
Vienna, Austria.	July. Festival of German Singing Federation.
Oslo, Norway.	August. International Congress of Historians.
Amsterdam, Holland.	August. International Physical Education Congress.
Budapest, Hungary.	September 3rd-9th. International Congress in regard to illness arising from employment and industrial accidents.
Sydney, Australia.	September 12th-17. Eucharistic Congress.
Japan.	November 7th or 8th. Coronation of His Majesty, The Emperor of Japan.

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## PRIMATE'S NEW YEAR HOPE.

## MOMENTOUS YEAR FOR THE CHURCH.

## BISHOPS AND PRAYER BOOK.

A number of New Year messages were given by letter, from pulpit, or diocesan gazette by the leading Church dignitaries.

The Archbishop of Canterbury's message is under the title "On Not Holding Aloof." He writes:

"Looking back along the last score or thereabouts of New Year's Days, we recall that each of them had its distinctive note of something in the air, some thought, for the then hour, dominant. It was political, or it was industrial, or again and again it was international, with Versailles or Geneva or Locarno or Lausanne as watch-words; or a little further back it sounded out something of the tragedy of the Great War.

"This time, the dawn of the coming year 1928, finds more people than ever before in England's history thinking and talking about our Common Prayers.

"We, clergy and laity of the Church of England, have been considering and resolving with infinite care how we can most usefully strengthen and widen and enrich our forms of public worship, and I am anxious to call attention to the undoubted fact of the well-nigh universal interest therein taken by the English people. On a vast scale the Great War brought out the breadth and depth in England of our care for the common heritage of our Christian faith.

The Prayer Book discussions in their own degree have brought it out again. That thought that fact increases our sense of high responsibility. Everybody cares. We welcome the knowledge that outside the ordered ranks of devout Churchgoers, observant and expectant, there are multitudes who instinctively and half unconsciously feel the matter to concern them too. Of them we should be thinking, for them be providing, as we execute our task. Our trust is for the common good of all.

"Pass from the Prayer Book to the wider field of our whole work for God. May we not fairly plead with those who in recent weeks of controversy have shown their interest that they should in the whole field of our ordered Christian activities let their caring take braver and more definite shape? Large tasks await us in a confused and difficult hour. Younger folk look to us for what spiritual inspiration and moral guidance we can give. Never was opportunity more widely open for united Christian effort. And some capable man will tell us in plaintive or indignant tone that he is given no voice direct or indirect in the Church's organic life. But is it so? The place is ready for every qualified man who is at the pains to use it. What of you, my friend? You criticise, perhaps fairly, our inadequate or halting work. Take your rightful place with us, and help to mend and speed the enterprise."

Twenty-five boxes of gold, representing £250,000, were landed at Liverpool on New Year Eve from the liner Melita. The money was sent from the Royal Bank of Canada, and was despatched under a strong armed escort to the Mint, London.

EVEN THE MODISH SKIRT  
HAS ITS  
"UPS AND DOWNS"



CHERRY  
HAYS

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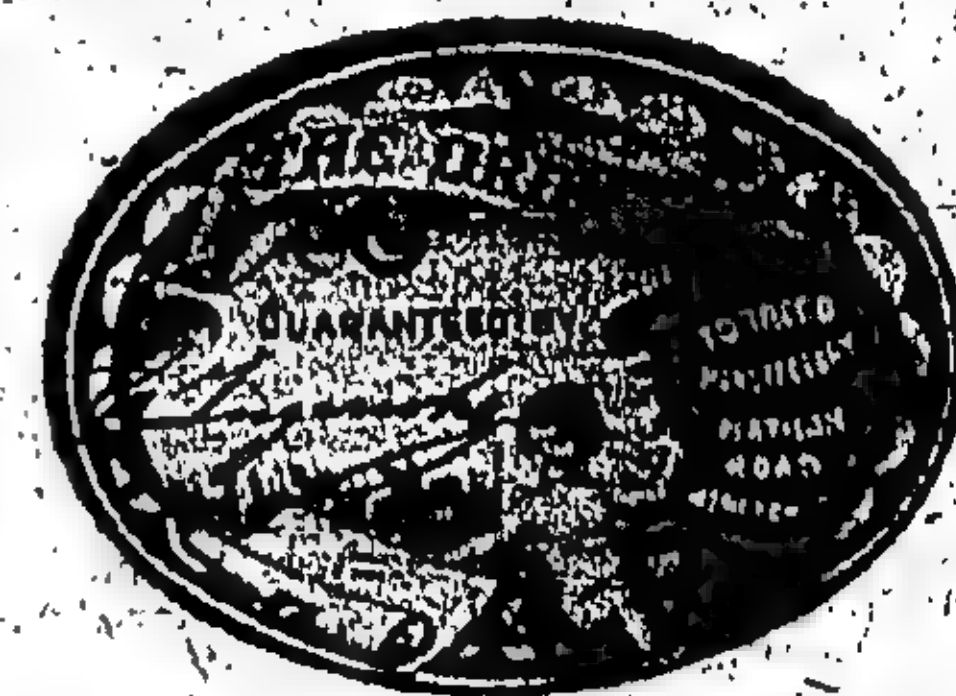
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**EXTRY!!**  
HERE ARE SOME  
SUGGESTIONS AS TO  
THE NOVELTY PRIZE.  
GUZZ'S COUSIN, WILL  
WOWSER, IN FAR-OFF  
AFRICA IS GOING TO  
SEND-IT WILL BE  
PLACED IN THE  
WINDOW WHEN IT  
ARRIVES AND WILL  
BE PRESENTED TO  
THE BEST  
CUSTOMER-

**DOUGH-NUT PICK**

**WILL WILL WOWSER  
SEND A PAN TREE?**  
DOUGHNUTS COME FROM  
PANTRIES AND THE FIRST  
ONES WERE MADE IN GREECE.  
NOT AFRICA! WHAT SAY?

**OR WILL HE SEND A  
WILD RAT-CAT?**  
IT HAS THE HEAD OF A  
CAT AND THE TAIL OF A RAT-  
WHEN HE SEES HIS TAIL HE  
BITES HIMSELF-AND THAT'S  
WHAT MAKES HIM WILD!!

**PRIVATE  
KEEP OUT**

**WUF!**

**OR WILL HE SEND THE  
LITTLE TWIN AFRICAN GODS,  
SEBEN-LEBEN- THEY ARE OLD  
AND FADED-NATIVES SNAP THEIR  
FINGERS AT THEM-EVEN SHAKE  
EM-BUT WITH THE RIGHT  
RUBBING THEY OFTEN BRING  
GIFTS-NEW SHOES, ETC-**

**NEVER GIVE UP. GET BY H&A SERVICE, INC.**

**FROM DARK  
AND  
MYSTERIOUS  
AFRICA THE  
GIFT IS ON ITS  
WAY-  
WATCH FOR IT,  
FOLKS -  
WATCH  
FOR  
IT!**

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## BOUDOIR DAINTIES.

## SEEN AT A SOCIETY SHOW.

At a recent fashion show staged in America for Russian refugees in France, lounging pyjamas and tea gowns had the floor in the matter of intimate wear. All were exquisitely feminine, in colour and cut, even the pyjamas with their tricky little jackets and full trousers.

## Yellow's Popularity.

Yellow was surprisingly popular. It's a colour women have let alone. Certain types are very smart in it, though. Miss Evelyn Sloan is one such.

She modelled in a gorgeous pyjama suit, satin trousers of daffodil yellow gathered into ankle bands of lace that had burnt orange figures in it and the long coat of the same, with yellow maribou around the shawl collar and wide cuffs. Simple lines, but so gorgeously becoming and lovely!

Of course all the models expressed the individuality of the manikins just as their own clothes do.

Miss Consuelo Gimbernat, for instance, chose to show an exquisite lace pyjama suit. Eerie lace fashioned it, made over rose-helpe flint crepe. The upper portion was of the slip-on variety, with a modish Vionnet neck and wide, baggy sleeves snapped to form a cuff. "Oxford bags" best describe the trousers, with their dainty scalloped edge. A wide tight hip-band was of the crepe, with a single feather pom-pom for ornament at one side.

## A Tea Gown Train!

To heighten the dignity of a women of regal bearing Miss Shepard showed to advantage a tea gown with a sweeping train.

Orchid and purple were its colours—orchid lamo with purple fleur de lis figured in it. Sleeves flowed to great width while the gown was cut on extremely slenderizing lines with the train extending magically from the side. While fur banding all around the edges softened the garment and enriched it.

Transparent velvet, maribou and satin—in pink and red—fashioned a cut pyjama suit Miss Eleanor Alexander showed. Its coat was extremely long and its satin trousers banded into velvet anklets.

While velvet seems the season's choice for evening wear—whether in the boudoir or on the ballroom floor.



Lounging pyjamas and tea gowns become these four young ladies of New York society (left to right): Evelyn Sloan, Consuelo Gimbernat, Geraldine Shepard and Eleanor Alexander.

## HAIRDRESSING.

## GOODBYE TO THE ETON CROP.

Except for the girl who aims at a consistently boyish appearance at all times, and never wears a feminine frock the Eton crop has passed. The shingle is definitely longer, with the ends of the hair either curled or folded at the back of the head.

A new fashion for the long-haired girl is the arrangement of plaited coils just behind instead of over the ears. The hair must curve round the ear, to which it gives a delightfully shell-like appearance. The side-curls of a shingle are sometimes drawn behind the ear and pulled forward in a similar manner.

## COMING FASHIONS.

## FRILLS AND LONGER SKIRTS.

A recent dress show, forecasting Riviera fashions for the coming year, emphasised the slightly longer skirt, the short coat, and the coat-frock. Brown in varied shades was seen, from the nigger brown that was so popular a few years ago, to a charming light brown suggestive of a pale bronze chrysanthemum.

Draped frills were among the most favoured trimmings for evening gowns, which are often of chiffon in very pale shades. Very fine lace is also frequently used. Beaded frocks were encrusted with beads of varying sizes; a beautiful frock of gold tissue was closely embroidered in this way with coral.

An unusual evening frock was of lame with a chintz effect in pastel pinks, blues, green and gold. Turquoise beads were sewn in an elaborate manner on a dress of silver tissue, which was accompanied by a coat of shot rose gold and blue tissue lined with orange pink chiffon velvet and collared with brown fur.

A day frock of pale coco-coloured chiffon was embroidered with gold in round motifs and bordered with matching crepe de Chine; it had a loosely hanging rever on one side. The small felt hat was to match.

Purple velvet fashioned a smart short coat worn with a plaited skirt of cloth to match. A diamond brooch decorated one side of the coat. The grey hat had a purple band.

Coral pink bands were introduced into the scheme of a brown cloth coat-frock which was worn with a hat of folded brown velvet.

## Something New.

Now that such interest is shown in handicrafts, and there is much experimenting with the embroidery needle, paint brush, and stencilling paraphernalia, a West-End shop is displaying boxes of handkerchiefs half of which are embroidered, the rest being merely printed with the transfers. Each printed design is accompanied by a handkerchief already embroidered with that design. So the worker can see what her embroidery should look like when finished, and is provided with a guide to appropriate stitches and colours. Children like such work, but grown-ups are ready to be instructed, too.

## FLOWER PIECES.

## PICTURES FOR NEW HOMES.

Taste in pictures has undergone as radical a change as taste in furnishing, and nowadays folks would rather leave a wall unadorned than hang up something in a frame merely to fill a space. In present-day decoration pictures are often used to bring colour into a room, and for that reason the flower piece is most popular.

There is a well-known artist who is an exponent of the modern colour woodcut. His flower studies are simple in form, bold in treatment, and brimful of colour. These pictures of sweet English flowers, such as forget-me-nots, crocuses, marigolds, in bowls and jars against black backgrounds, are singularly effective. There is unlimited choice, so that it is easy to discover the flower piece suited to any particular surroundings. Unobtrusive framing such as passe-partout and narrow beadings are best, and the pictures lend themselves very well to formal arrangement in series.

## Good Reproductions.

But we must not in conceit imagine that we moderns brought the flower piece to perfection. The old Dutch artists were supreme at this kind of painting, and, fortunately for us, these delightful pictures are reproduced in prints that are the last word in fidelity to the originals. Thus the creative genius of another age allied to the mechanical perfection of this age enables us to beautify our walls with copies of great masters that in colour and texture are almost indistinguishable from the priceless originals.

The work of the skilful amateur in pastel or water-colour is, of course, by no means to be despised, though needing careful and important framing if not to appear wishy-washy. A wide white mount, or a coloured mount, or coloured lines ruled in around the sketch, will often give emphasis to a picture that would otherwise be insignificant.

The resourceful will also find inspiration in the three-colour flower and garden covers that so often adorn the best class of English and American magazines. As colour printing, the reproductions are excellent in quality, and the titles and advertisement matter are rarely printed upon the picture itself, so that they may be framed without betraying their origin.

The late used in lingerie becomes darker and darker in tone. Eerie lace on peach georgette is a favourite spring combination.

## LINE AND COLOUR.

## GOWNING THE TITIAN BLONDE.

Colour is more important to the Titian girl than any other. Her best tones are browns, blues, greens, white and tans. Certain colours kill her. She can never wear greys. She should shun silver like the plague. Gold kills her but bronzes, sometimes, set her off. The best rule is to match the tone of her eyes in colours.

The girl who has brown eyes, should choose browns in rich tone for daytime wear, or tans with warmth in them, no hint of drabness.

The daytime frock shown today is of sandalwood brown imported wool with self-trimming. It has intricate pointed yoke effect both back and front and the collar can be worn tied in a bow in the back with ends hanging, or can be left open, as in the picture.

Four folds of the cloth, with inverted hand notches, give the unusual waistline shown and the same trimming adds a puff cuff to the long sleeve. Pleated panels on both sides add fullness. The hat was designed of tan felt, stitched in dark but lively brown, banded in the same tone.

With this costume, the coat should be a richer brown, or the same tone. The Titian-haired girl looks magnificent in the right fur—mink, sable, badger, summer ermine and other luxurious tan and brown furs. But her fur coat or her fur-collared cloth coat should be conservatively, not startlingly, rich.

## Tans, Browns, For Daytime.

Tans and browns for the daytime, but the evening costume for the Titian blonde, often tells the whole story. Get the right shade of blue or green, and everyone in a ball room will turn to look after a Titian girl. Sometimes a white gown, if it be rich but simple, say diamonds, in intricate but quiet design, or straws, will set her beauty off luminously. Black the Titian girl should ignore for evening.

To-day are pictured two of the most successful evening gowns for the Titian blonde. The first is a brocaded cloth, in gleaming green that shimmers like bright light on water. The skirt is shirred on in three semi-circles about the hip, dipping as it shirs and giving the uneven hemline that is chic itself this season. The front, where the six rows of fine

## VALUE OF TIME.

## FIVE MINUTE TASKS.

Not many people living in these times have escaped the conditions which have taught most of us to look upon the extravagant expenditure of money almost as a crime, and more and more people learn every day how to extract real value for their money, in happiness or rather in the means of providing it.

But it is amazing that so many people should still be spendthrifts where time is concerned. Yet time means so much to every one of us, if we only know the secret of using it wisely.

Nothing else but the manner in which odd minutes have been used has been known to have made all the difference in the careers of men who have later become typical examples of the successful man and of the failure respectively.

Yet at least half the people you meet let their time drift past unprofitably. It is in the use of short periods that most people show the most carelessness.

Yet it is with time, as it is with money, the small amounts that count most in the beginning.

Find a way of using every odd five minutes, and you will soon be so fascinated by your gains that you will have realised once for all the value of time.

## RUBBER GAITERS.

## A BOON IN WET WEATHER.

Rubber gaiters, in fawn, prune and grey, and which have "lightning" fasteners at the front, are one of the newest ideas now put into practice for keeping the legs warm and dry on cold, wet days and for preventing the stockings from becoming mud-splashed. They are economical and durable, have a neat appearance and can be taken on and off in a few seconds—a point which will appeal to those women who find the fastening of ordinary gaiters troublesome.

shirring meet, is a graceful line while it also slenderizes.

## A Bow's Drooping Grace.

On the side is a huge bow of self material that adds its drooping grace to the general fluid beauty of the gown. The bodice is simplicity itself. The material, colour and line make this gown and the greatest of these is the colour.

The other evening gown is blue, soft, yet a decided blue chiffon fashioned skilfully to the figure with no suggestion of tightness but gently suggesting the form. It has intricate trimming, a bow knot of self colour in satin, outlined in brilliants.

## A DAINTY DRESS.



The novel yoke, of the primrose georgette dress pictured above, cut in one with the loose sleeves is in primrose lace, while the sash, lightly indicating the natural waist above the full, uneven skirt, is in deeper yellow satin ribbon.

## THIS WEEK'S RECIPE.

## CHEESE TARTLETS.

Line 10 to 12 very small patty pans with short crust pastry and three-quarters fill them, with the following mixture:—Make about a gill of rather thick white sauce, add the yolk of an egg, 3oz. of grated cheese, cayenne and salt. Whip the white of the egg to a stiff froth and stir it lightly to the mixture.

Bake the tartlets at once in a moderate oven for about 20 minutes. Sprinkle with grated cheese and serve hot.

## Vogue of Black.

Black is a tremendous favourite, especially black lace. At any of the chic restaurants one finds the majority of the women gowned in black, and yet the general effect is not at all dull. So many beautiful jewels are worn with these apparently simple black frocks, and nearly always a vivid flower on the shoulder.

## THE STAR OF FRENCH FILMS.



Here is Mlle. Lily Damita, famous star of the French movies, and she's wearing a gorgeous evening wrap that probably did not cost any more than the New York Central railroad!

## BECOMING GOWNS FOR THE TITIAN TYPE.



An evening gown is seen at the left, of blue chiffon, trimmed with satin and brilliants; a sandalwood-brown, wool daytime frock (centre); and an evening gown of gleaming green brocaded cloth, the skirt shirred in three semi-circles.



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**AMERICAN CIVILISATION  
CRITICISED.**

Constantinople, Dec. 26.

The Turkish Press continues to blame the United States Government for the hostile reception given to the new Turkish Ambassador in Washington on his arrival in that country. Surprise is expressed that proper precautions were not taken by the police to protect the Ambassador from such a demonstration, and the *Milletit*, a Turkish Government organ, among other journals, seizes the opportunity to use some very plain and forceful language about the lawlessness in America and the real character of the anti-Turkish sentiments of part of the population.

formerly Ambassador in Berlin who is said to be the leader of the group of Americans and American

crowd of Armenians and American missionaries who have returned from Turkey and who sympathize with the Armenians. These, it is declared, are the "enemies" who seek to incite the American people against Turkey and accuse the Turks of massacring Armenians. The truth, it is said, is, according to the *Milliet*, that there have been revolts among Armenian revolutionaries and that the Turks have naturally put down such revolts just as any other country would have done.

Here is the solution to the puzzle on another page.

\_\_\_\_\_

R	A	I	N
R	A	I	D
S	A	I	D
S	L	I	D
S	L	E	D
S	L	E	W
S	L	O	W
S	N	O	W

R	A	I	D
S	A	I	D
S	L	I	D
S	L	E	D
S	L	E	W
S	L	O	W
S	N	O	W

The *Milliet* showers abuse the so-called civilisation of

Americans, who are accused practically exterminating the Indians and seizing their territory while the "poor negroes" are treated with great brutality and frequently burnt alive at the stake by lynchers.

Here is the solution to the puzzle on another page.

\_\_\_\_\_

R	A	I	N
R	A	I	D
S	A	I	D
S	L	I	D
S	L	E	D
S	L	E	W
S	L	O	W
S	N	O	W

R	A	I	D
S	A	I	D
S	L	I	D
S	L	E	D
S	L	E	W
S	L	O	W
S	N	O	W

## LETTER GOLF

**BETTER GOLF SOLUTION.**

---

Here is the solution to the puzzle on another page.

S	A	I	D
---	---	---	---

S	L	I	D
S	L	E	D

U	L	L	D
S	I	F	W

S	L	O	W
S	L	O	W
S	N	O	W







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NELLORE	8,853	25th Feb.	Marseilles & London
KIDDERPORE	5,334	29th Feb.	Straits & Bombay
MAEDONIA	11,120	3rd Mar.	Marseilles & London
"KHIVA"	9,135	10th Mar.	Marseilles, L'don & A'werp
KASHMIR	8,985	17th Mar.	M's, L'don, A'werp & Hull
KARMALA	9,128	24th Mar.	Marseilles & London
MANTUA	10,946	31st Mar.	Marseilles & London
"KALYAN"	9,144	7th Apr.	Marseilles, L'don & A'werp
MONGOLIA	16,504	14th Apr.	Marseilles & London
MOREA	10,953	28th Apr.	Marseilles & London
KASHGAR	9,005	12th May	Marseilles, L'don & A'werp
MALWA	10,986	26th May	Marseilles & London
DEVANHA	8,155	9th June	M's, L'don, A'werp & Hull
MAEDONIA	11,120	23rd June	Marseilles & London

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## EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,656	2nd Mar.	Manila, Sandakan, Thuri
ST. ALBAN	4,500	30th Mar.	Island, Townsville, B'bane
ABAFURA	6,000	27th Apr.	Sydney and Melbourne.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

The P. & O. S. S. Co., Ltd., steamships from Hongkong to Japan, via Shanghai, Kobe, Yokohama, and to Australia, via Melbourne, Sydney, and other ports en route as indicated on the following schedule.

The Union S. S. Co. Steamers to the Pacific, including New Zealand, South America, and other ports en route as indicated on the following schedule.

The P. & O. S. S. Co. Steamers to London via the Cape.

The New Zealand Shipping Co. Steamers to South America and London via the Cape.

## SAILINGS TO SHANGHAI & JAPAN

TALAMBA	8,018	30th Jan.	Amoy, Moji, Kobe & Osaka
KIDDERPORE	5,334	2nd Feb.	Moji & Kobe
"KHIVA"	9,135	3rd Feb.	Shanghai, Moji & Kobe
MAEDONIA	11,120	4th Feb.	S'hai, Moji, Kobe & Yok
TANDA	6,656	7th Feb.	Moji, Kobe, Osaka & Yok
KARMALA	9,128	11th Feb.	S'hai, Moji, Kobe & Yok
TILAWA	10,006	12th Feb.	Amoy, Moji, Kobe & Osaka
KASHMIR	8,985	18th Feb.	S'hai, Moji, Kobe & Yok
KALYAN	9,144	18th Feb.	Shanghai, Moji & Kobe
MANTUA	10,946	2nd Mar.	S'hai, Moji, Kobe & Yok
ST. ALBAN	4,500	6th Mar.	S'hai, Moji, Kobe & Yok
"NAGPORE"	5,283	13th Mar.	S'hai, Kobe & Yok
MONGOLIA	16,504	17th Mar.	S'hai, Kobe & Yok
MOREA	10,953	30th Mar.	S'hai, Moji, Kobe & Yok
KASHGAR	9,005	13th Apr.	S'hai, Moji, Kobe & Yok
MALWA	10,986	27th Apr.	S'hai, Moji, Kobe & Yok
DEVANHA	8,155	11th May	S'hai, Moji, Kobe & Yok
MAEDONIA	11,120	25th May	S'hai, Moji, Kobe & Yok

\*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & Co., Agents.

P. & O. Bldg., Connaught Rd., C.

## BOSTON, NEW YORK & BALTIMORE.

JOIN SERVICE OF THE

## "BLUE FUNNEL LINE"

(OCEAN S. S. CO., LTD. & CHINA MUTUAL S. S. CO., LTD. AND

## AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S. S. CO., LTD.)

SAILINGS FROM HONGKONG.

S.S. "CITY OF KIMBULEY"	via Suez Canal 20th Feb.
S.S. "LYCAON"	via Suez Canal 9th Mar.
S.S. "CITY OF ADELAIDE"	via Suez Canal 23rd Mar.
S.S. "RHESUS"	via Suez Canal 6th Apr.
S.S. "CITY OF DUNKIRK"	via Suez Canal 20th Apr.

Steamers proceed via Suez Canal or Panama Canal at owner's option.

Subject to Change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

Hongkong & Canton. Jardine Matheson & Co., Ltd., Canton.

## AUSTRALIAN-ORIENTAL LINE, LTD.

"Changte" & "Taiping"

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS.

VIA MANILA, AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New

Zealand and Tasmanian Ports.

CHANGTE & TAIPING 1st & 2nd CLASS PASSENGER ACCOMMODATION

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG ON OR ABOUT	SAIL HONGKONG ON OR ABOUT
CHANGTE	7th February	14th February
TAIPING	9th March	16th March
CHANGTE	6th April	13th April
TAIPING	11th May	18th May

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Agents.

Tel. O. 36.

## VISITING STUDENTS.

WELCOME FUNCTION AT THE CLUB LUSITANO.

A reception in connexion with the arrival here of over one hundred students from the Lyceum of Macao on a social and educational visit was held by the Portuguese community, yesterday afternoon, at the Club Lusitano.

The President of the Club, on behalf of the committee and members of the institution, welcomed the students of the Lyceum to Hongkong. Their visit he regarded as evidence of the very warm relationship existing between the two communities of Macao and Hongkong. He was glad of the opportunity of seeing his young friends here in Hongkong on a visit which, he hoped, would be a pleasant and instructive one. He called upon the gathering to drink to the prosperity of the community and Lyceum of Macao.

Mr. Stanislaus Lopes, replying for the visitors, thanked their hosts for their very kind reception which he and his young friends had received that afternoon, and concluded with the hope that the Club Lusitano in Hongkong would for ever remain the centre of social and educational activities of the Portuguese communities of Hongkong and Macao. He drank to the prosperity of the Club, calling for hearty cheers both for this institution and for Portugal.

Consul's Address.

The next speaker was the local Portuguese Consul-General (Senhor Cerveira de Albuquerque) who thanked the Macao students for the call which they had, earlier in the day, made on the Consul-General. He interpreted the visit to the Club Lusitano as further evidence of the friendship between Macao and Hongkong. He referred to an earlier visit made by the students to the University, and expressed his gratitude for the kind reception extended to the visitors there. He concluded by calling for a toast to the prosperity of the Macao academic institution. (Applause.)

Mr. Borjas Delgado, Rector of the Lyceum, spoke briefly, thanking his hosts for the reception accorded to him and his students.

The gathering then indulged in dancing, and the proceedings terminated some time later.

It is noted that the Macao Lyceum occupies the position of a preparatory college for later graduation of the students to the University at Lisbon. In neat dark dress of uniform design and wearing Beret caps, the band of 110 students who have now arrived here on a sight-seeing and pleasure trip looked very smart. They are being quartered, during their stay here, in St. Francis Hotel, and this morning will embark on a visit to the Kowloon Docks, arrangements for which have been very courteously made by Mr. E. Cook, the Chief Manager.

The present tour is in accordance with a hope expressed by His Excellency the Governor of Macao at last Sunday's opening of the Art Exhibition, that a triangular relationship should be strongly maintained and extended to the younger generations of the three ports of Hongkong, Canton and Macao. Visits had already been exchanged last year, by the students of the Lyceum of Macao and the Lingnam College of Canton.

The Concert.

The Lyceum students gave an attractive concert at the Star

## ST. PETER'S YOUNG MEN'S CLUB.

STEADY PROGRESS LAST YEAR.

The annual meeting of members of St. Peter's Church Young Men's Club was held at the Club House last evening when there was a large attendance of members over which the Right Rev. C. R. Duppuy, Bishop of Victoria, presided.

The annual report was read and disclosed a year of much progress. Addressing the gathering the chairman said that although he was appointed President of the Club he had been away from the Colony for most of the time. When he was at Home he was told that a League of Youth would do much to solve the problem of racial distinctions in China. It was, he continued, very gratifying to find on his return, that such a League had been started by St. Peter's Church Young Men's Club. The aims of the club were indeed very high, and judging from the satisfactory report, it had achieved its aim. Although he was retiring and his place would be taken by the Dean, the Rev. Swann, he felt that the club had already made a landmark in the history of the Colony and that the club was going to stay. He wished them every success and prosperity.

The election of officers for the ensuing year was then proceeded with. The following officials were elected: President, the Rev. W. L. Patenden, Chairman, the Rev. N. V. Halward, Vice-Chairman, Mr. W. Thomas, Tam, Hon. Treasurer, Mr. A. E. Lee, Joint Secretaries, Mr. Peter Pau and Mr. Geo. S. Zimmerman. Executive Committee: Messrs. V. C. Randall, Andrew Cheung, B. Cunningham, W. M. Gilpin, P. Howie, E. Manning, and P. Sands. Hon. Librarian Mr. H. S. Clayton.

Annual Dinner.

With regard to the annual dinner Mr. Geo. Zimmerman proposed that an annual re-union dinner be held some time next month. There was no opposition to this motion and the date was provisionally fixed for February 10. A proposal by Mr. Charles L. Clarke that the dinner should be open to the friends of members on condition that members inviting friends paid for the additional expenses so incurred was carried unanimously.

At the conclusion the Rev. N. V. Halward expressed thanks to the chairman saying that although his Lordship was going away shortly he would always be remembered as a patron of the club, and they would always think of him as one of its main supporters since its inception.

The concert opened with an address by the President of the Academy after which a most enjoyable programme was given.

## CONSIGNEES' NOTICE.

NIPPON YUSEN KAISHA LINE.

From EUROPE and STRAITS.

The Steamship,

"MATSUMOTO MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, whence delivery may be obtained. Goods not cleared by the 2nd Feb. 1928, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee and the Co's representatives on any Tuesdays and Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Hongkong, January 26, 1928.

ELLERMAN LINE.

From EUROPE.

The Steamship,

"CITY OF MADRAS"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godown of Holt's Wharf, whence delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 1st February, 1928, will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before 8th February, 1928, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 and noon, within the Free Storage period of one week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by,

THE BANK LINE, LTD., General Agents, Hongkong, January 26, 1928.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO, ANTWERP, LONDON, STRAITS and PHILIPPINES.

The Steamship,

"BENLIED"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd February, 1928, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 17th February, 1928, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd February, 1928, at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by,

GIBB, LIVINGSTON & CO., LTD., Agents, Hongkong, January 27, 1928.

Mexico City, Jan. 27.

The President has signed an amendment to the constitution increasing the President's term of office from four years to six.

Reuter's American Service.

# N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.

£120, £112, £110, £108, £83 via SAN FRANCISCO.

G\$440 G\$420 via JAPAN & SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

Siberia Maru (Calle Los Angeles) ... Tuesday, 6th Mar.

Taiyo Maru ... Tuesday, 20th Mar.

LONDON via Singapore, Suez, Marseilles & Ports.

Haruna Maru ... Saturday, 28th Jan.

Kamo Maru ... Saturday, 11th Feb.

Katori Maru ... Saturday, 25th Feb.

SYDNEY & MELBOURNE via Manila & Ports.

Mishima Maru ... Wednesday, 22nd Feb.

Tango Maru ... Wednesday, 21st Mar.

BOMBAY via Singapore, Penang & Colombo.

Iselyo Maru ... Wednesday, 1st Feb.

Tamba Maru ... Saturday, 11th Feb.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles Mexico & Panama.

Ginjo Maru ... Sunday, 6th Feb.

SOUTH AMERICA (EAST COAST) via Singapore, Capetown & Ports.

Kawachi Maru ... Wednesday, 29th Feb.

NEW YORK and/or BOSTON via PANAMA.

Tatsuno Maru ... Thursday, 9th Feb.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

Delagoa Maru ... Thursday, 9th Feb.

CALCUTTA via Singapore, Penang & Rangoon.

Penang Maru ... Wednesday, 1st Feb.

NAGASAKI, KOBE & YOKOHAMA.

Aki Maru ... Friday, 17th Feb.

SHANGHAI, KOBE & YOKOHAMA.

Isado Maru ... Sunday, 29th Jan.

Tokushima Maru (Moji Direct) ... Friday, 3rd Feb.

Kashima Maru ... Monday, 6th Feb.

\*Cargo only.

For further information apply to— NIPPON YUSEN KAISHA, Tel. Central Nos. 292, (private exchanges to all Depts.)

</



## HOTELS

## THE HONGKONG

HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL.  
Telegraphic Address: "KREMLIN, HONGKONG."

AND

## SHANGHAI

ASTOR HOUSE HOTEL; PALACE HOTEL;  
MAJESTIC HOTEL.

Telegraphic Address: "CENTRAL, SHANGHAI."

HOTELS.  
LIMITED.

In association with the Grand Hotel  
Des Wagons Lits, Peking.

## KING EDWARD HOTEL.

Most Modern and Central Hotel in the Colony, all Bed Rooms  
newly renovated and installed with Box Spring Beds, Hot and  
Cold Water, also Telephone.  
Hotel launch meets all steamers.  
(£25 for thirty Tiffin Tickets can be had at the Office  
of the above Hotel.)

Tel. Add. Victoria.

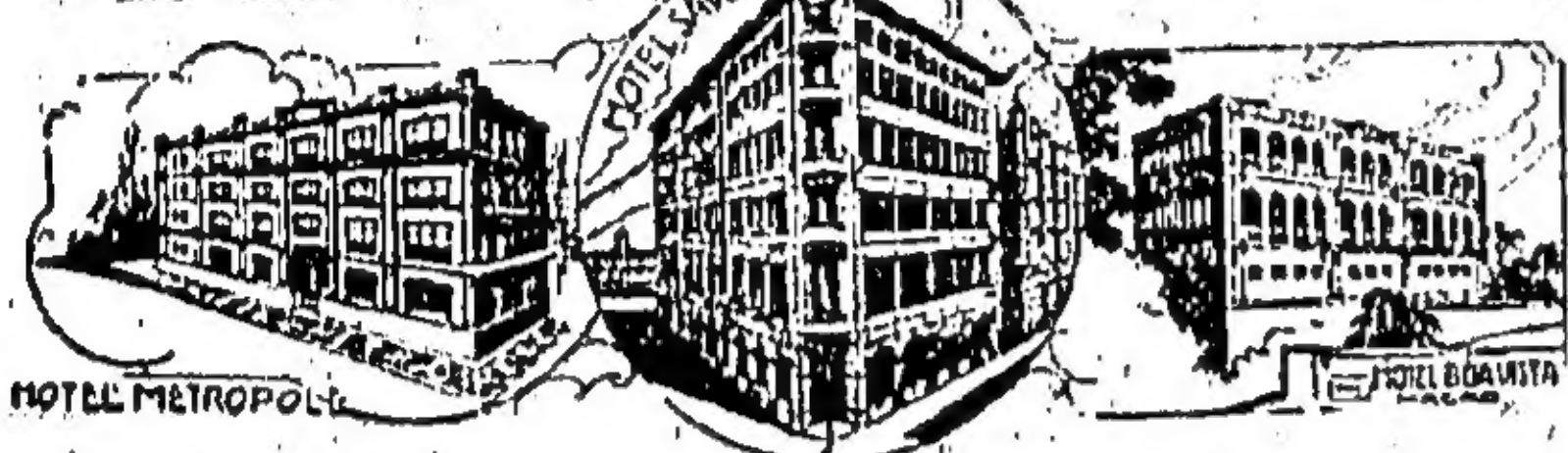
Telephone C. 373.

J. H. WITCHELL,

Manager.

## HOTELS OF

## DISTINCTION



## The Kowloon Hotel.

## Kowloon.

The Premier Hotel in Kowloon with all modern conven-  
iences. High Class Cuisine and Table Appointments. Wonderful  
view of the Harbour and Peak, and five minutes from the Ferry,  
Wharves and Railway Station. Representative meets all  
steamers.

Daily Rates from ..... \$ 6.00.  
Monthly Rates from ..... \$130.00.

Under the Personal Supervision and attention of

MR. &amp; MRS. H. J. WHITE.

Tel. No. K.908 & K.609.  
Cables. "Kowloon." Kowloon.

## PALACE HOTEL

Tel. Kowloon No. 8. Tel. Address "PALACE."  
Three minutes from Kowloon Wharf, Ferry and Railway Station.  
Entirely under English Management. Electric Light and Fans throughout.  
Every Room with Private Bath, Lounge, Bar and Billiard-Rooms.  
Unrivalled Cuisine under the personal supervision of the proprietress.  
Terms moderate. Special terms to families on application to:  
Mrs. J. H. OXBERRY, Proprietress.

## EUROPE

Cables:—  
"EUROPE"  
Singapore.

## HOTEL

SINGAPORE.

After-dinner  
dancing every

Tuesday, Thursday  
and Saturday.

## Grill

## THE EUROPE HOTEL LTD.

Arthur E. Odell Managing Director

## KING EDWARD HOTEL

## SPECIAL DINNER DANCE

TO-NIGHT 8-12 p.m.

\$2.00 per person

Tables may now be booked  
at Hotel Office.

Printed and Published for the Proprietor by FREDERICK  
PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of  
Victoria, Hongkong.

CHINESE LEADERS  
ARRIVE.

(Continued from Page 1.)

could present a united and strong  
front, the Bolsheviks could find no  
way to disturb the country."

Asked why he left the country  
when the Fourth Kuomintang  
Plenary Conference was assembling  
in Nanking, Mr. Wu declared that  
"the time for us to attend the Con-  
ference has passed already, and so  
it will not be necessary for us to  
attend. In other words, the Con-  
ference is now not so imperatively  
important as the Kuomintang forces  
are now concentrating their atten-  
tion on the Northern expedition."

Asked his attitude toward Mar-  
shal Chiang Kai-shek, who is to lead  
the Northern expedition again, Mr.  
Wu hesitated to give any definite  
opinion. "After all, we are not  
going against Chiang," he said,  
"which is the utmost we could do.  
We are not supporting him, how-  
ever. Mr. Wu believed that the  
Northern expedition would succeed,  
and he wished it success."

## General Wu's Trip.

General Wu Te-chen, who is  
travelling with the party from  
Shanghai to Hongkong, told our  
representative that he is only ac-  
companying the party as far as  
Hongkong. He will go up to Can-  
ton after having seen the party  
off to Europe. Our representa-  
tive asked the former Canton  
Police Chief whether he is going  
up to Canton to become the Mayor,  
as was recently reported. General  
Wu emphatically denied this. He  
remarked that he has no intention  
of going into politics again and his  
trip to Canton will be merely to  
visit his friends and relatives.

The party is being entertained at  
noon to-day in the South China  
Restaurant by General Feng Chou-  
man and Admiral Chan Chat, re-  
presentatives of General Li Chai-  
sum, who were among the large  
gathering that went on board the  
President Wilson this morning to  
welcome the Kuomintang leaders.

## ORIENTAL ART.

EXHIBITION AT CHINESE  
Y.M.C.A.

In response to the request of  
the Chinese Y.M.C.A. of Hongkong,  
Mr. and Mrs. Pao Siu-yau will give  
an exhibition of their Oriental art  
at the Association Building, 70-71,  
Bridges Street, from January 30th  
to February 1st.

Mr. Pao has been more than 20  
years in Japan, spending the first  
nine exclusively in study under  
the best-known teachers in art  
schools in that country. Some of  
his works and those of Mrs. Pao's  
have won prizes in the Japanese  
Imperial Art Exhibitions in recent  
years.

Mr. Pao Siu-yau has been called  
to the directorship of the Muni-  
cipal Art Schools of Fatsan and  
Canton since his return to China.

## RUBBER AND TIN.

THE LATEST STRAITS  
QUOTATIONS.

Messrs. Carroll Bros. have been  
advised of the following quota-  
tions and dividends on rubber and  
mining shares:

Allenbya ..... \$3.00  
Glencalya ..... 2.85 c.d.  
Jamahs ..... 2.50  
Kedahs ..... 4.00  
Malaka Pindas ..... 2.50  
Pajamas ..... 2.40  
Dividends—Lunas, 10% final,  
making 30%; Tin Bentons, 1/-  
per share and bonus of 1/-.  
Price of raw rubber, 1/7.

## OXFORD STREET FIRE.

AUDIENCE CLEARED FROM A  
PICTURE THEATRE.

When an announcement was made  
from the stage at the Electric  
Palace Cinema, Oxford-street, on  
Dec. 30, that a fire had broken out  
in premises adjoining, it was  
thought advisable to clear the  
theatre, the audience of 600 people  
quietly left the building. There  
was no panic.

The fire broke out on the pre-  
mises of the British and Oriental  
Company, Oxford-street. Flames  
blazed fiercely for a time at the  
back of the building, and attracted  
hundreds of spectators. A dis-  
trict call was circulated by the Fire  
Brigade, and with many hoses  
playing on the burning carpets and  
woodwork, the fire was soon quelled.

The London Salvage Corps were  
preparing for their annual dance  
when the call came through, and  
they had to cease their preparations  
and rush to the fire.

## CATHEDRAL WEDDING.



Mr. E. G. Stewart and Miss Dorothy S. Lander, shown  
above, were married at St. John's Cathedral on Wednesday.  
(Photo: Ming Yuen.)

SABBATARIANS DIG  
UP GOLF GREENS.NEW TURN IN THE  
ABERDOVEY CONFLICT.

Barmouth, Jan. 1.

During the holidays several  
greens on the Aberdovey links  
were dug up, and the turf thrown  
about. On the fifteenth green the  
ironical inscription, "Christmas  
Greetings," had been cut.

The outrage is naturally as-  
sociated with the recent dispute  
between the golf club and the  
people of Aberdovey regarding the  
"laying of golf on Sundays,"  
which resulted in the High Court  
granting an injunction against a  
number of local residents not to  
abstract any Sunday players, a  
big demonstration having stopped  
players playing on Sundays.

The Merionethshire Chief Con-  
stable, Mr. Richard Jones, has been  
informed of the damage to the  
course, with the result that Police-  
Inspector Ben Evans, Barmouth,  
Sergeant Williams, Towyn, and  
Constable Joseph Jones, Aberdovey,  
have visited the greens.

Lord Justice Atkin, President  
of the Club, with other Club offi-  
cials also inspected the greens,  
and the Club Committee have de-  
cided to offer a big reward for  
information.

The Aberdovey Commons' De-  
fence Committee, who are in-  
terested in the golf course, and  
are against Sunday golf being  
played, have condemned the de-  
struction, and state that they will  
never countenance such methods.  
The Golf Club Committee at once  
took steps to repair the damage.  
In the meantime members are  
using temporary greens.

WHO POSTED  
THE LETTER  
?

Just before the rich financier  
was poisoned he wrote a  
letter to the Public Trustee.

Nobody knew he had written  
it.

Nobody knew how it was  
posted.

Only one man knew why it  
was written.

He is the mysterious figure  
in the background of

THE  
VANISHING  
VENGEANCE

by

DOUGLAS NEWTON

The new serial which com-  
mences in the "Telegraph"  
on Wednesday next.

## SHARE PRICES.

## TO-DAY'S QUOTATIONS.

The following is the list of local  
share quotations issued to-day:

## Banks.

Hongkong Bank, \$1,200 b.  
Chartered Bank, \$214 b.  
Mercantile A. & C., \$324 n.  
P. and O. \$10 n.  
East Asia, \$73 b.

## Insurance.

Canton Ins., \$590 b.  
Union Ins., \$300 b.  
North China, Ins., Tls. 143 n.  
Yangtze Ins., \$464 b.  
China Underwriters, \$2.40 s.  
China Firs, \$215 n.  
H. K. Fire Ins., \$680 b.

## Shipping.

Douglases, \$402 n.  
H. K. Steamboats, \$26 b.  
H. K. Tugs, \$3 s.  
Indo-China, (Prof.) \$35 b.  
Shell Trans., \$5/- n.  
Union Waterboats, \$184 b.

## Mining.

Bonguets, \$21 n.  
Kallans, 60/- n.  
Langkats, Tls. \$182 b.  
Shai Exploration, Tls. 2.85 s.  
Raubs, \$42 b.  
Tronohs, 17/6 b.

## Docks, etc.

Kowloon Wharves, \$129 s.  
Whampoa Docks, \$43 b.  
China Providents \$6.20 s.  
Hongkows, Tls. 163 b.  
New Engineerings, Tls. 5 s.  
Shanghai Docks, Tls. 90 b.

## Cottons.

Ewo Cottons, Tls. \$74 s.  
Orientals, Tls. 2 n.  
Shai Cottons, Tls. 464 (old) b.

## Lands, Hotels, etc.

H. and S. Hotels, \$8.60 b.  
H. K. Lands, \$642 b.  
Shai Lands, Tls. \$130 b.  
Humphreys, \$142 b.  
Realities, \$3.45 b.  
Territorials, \$11 n.

## Public Utilities.

Tramways, \$25.10 b.  
Peak Trams, (old) \$14 s.  
Star Ferries, \$631 b.  
China Lights, (Comb.) \$15 s.  
H'kong Electric, \$694 s.  
Macao Electric, \$64 b.  
Telephones \$4.45 b.  
China Buses, Tls. 64 n.  
Singapore Traction, 11/9 b.

## Industrials.

China Sugars, \$9 s.  
Malabons, \$272 n.  
Canton Ice, \$3.65 b.  
Cements (Comb.) \$11 b.  
Ropes (Old) \$7 b.  
United Asbestos \$10 s.

## Stores &amp;c.

Dairy Farms, \$184 s.  
Watsons, \$1180 b.  
Der A. Wing, \$6 s.  
Lane Crawfords, \$3.60 b.  
Mackintosh, \$22 s.  
Sinceros, \$74 b.  
Wm Powells, \$5 n.

## Miscellaneous.

Amusements, \$264 b.  
Constructions, \$14 n.  
B'que Ind. G. Bonds, 56% b.  
H. K. G. Loan, 5% Prorr.

JOSEPH M. SCHENCK Presents

BUSTER  
KEATON  
CollegeUNITED  
ARTISTS  
PICTURES

Ra-a-a-a-a-Rah! Ra-a-a-a-a-Rah!  
KEATON GETS EM!  
Kiss! Kiss! Kiss!  
COLLEGE MAKES EM!  
Ha-a-a-a-ah! Ha-a-a-a-ah!  
YOU will have 'em!  
LAUGHS—LAUGHS—LAUGHS.  
Happiest of all Keaton Comedies.

At The  
**QUEEN'S** FINAL SHOWINGS  
TO-DAY  
At 2.30, 5.10, 7.15 and 9.20.

The screen's greatest comedian in  
his greatest comedy—

Charlie  
Chaplin

In  
THE  
**GOLD RUSH**

AT THE  
**WORLD** FINAL SHOWINGS  
TO-DAY  
Orchestra 5.15 & 9.20. Interpreter 2.30 & 7.15.

CECIL B. DE MILLE



AT THE  
**STAR** FINAL SHOWINGS TO-DAY  
Continuous 2.30 to 11.15